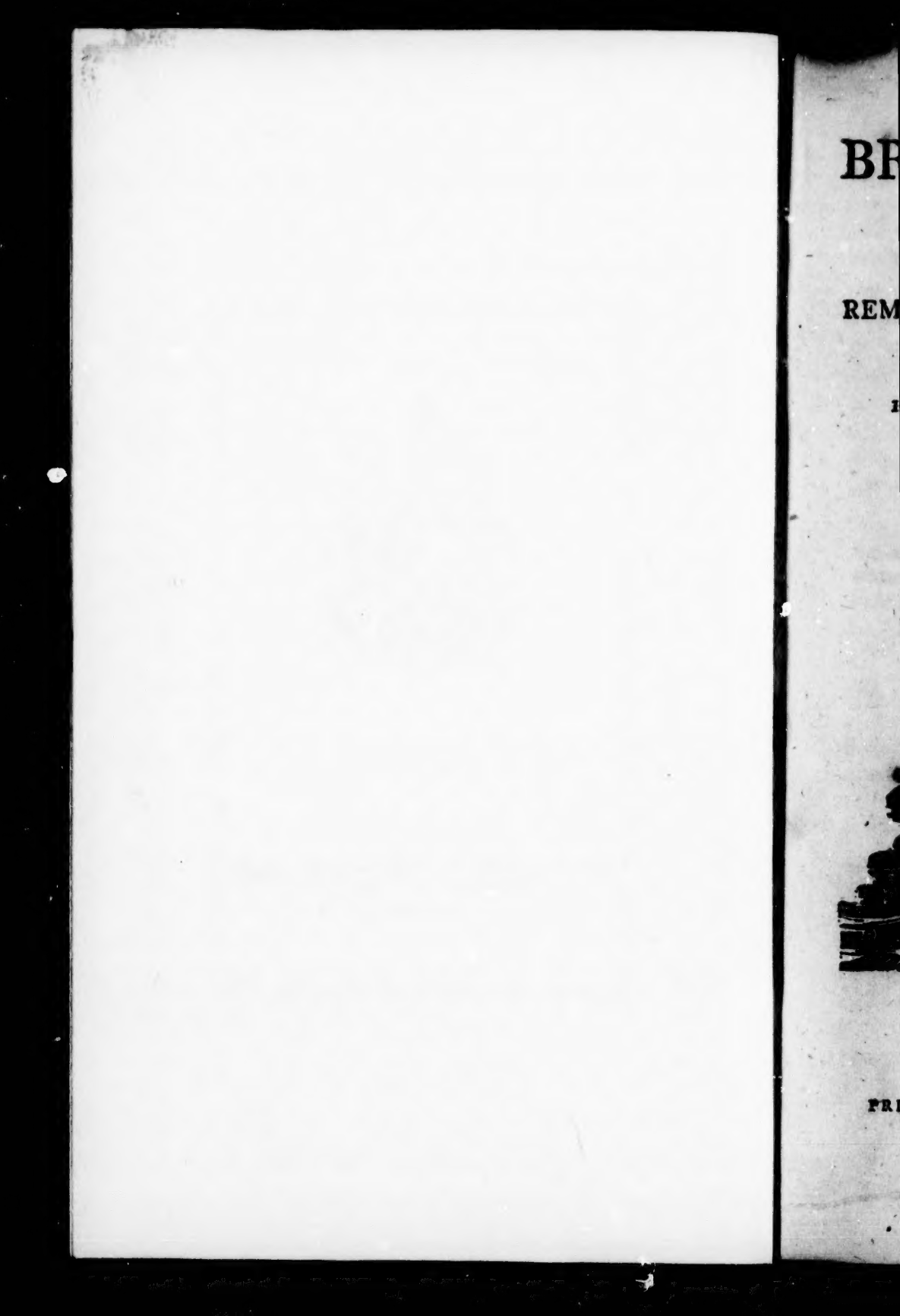


THE

BRITISH TRIDENT;

OR,

Register of Naval Actions:

INCLUDING

Authentic Accounts of all the most

REMARKABLE ENGAGEMENTS AT SEA,

IN WHICH

The British Flag

HAS BEEN EMINENTLY DISTINGUISHED;

From the Period of the memorable Defeat of the

SPANISH ARMADA,

TO THE PRESENT TIME.

CHRONOLOGICALLY ARRANGED.

By ARCHIBALD DUNCAN, Esq.

LATE OF THE ROYAL NAVY.

IN FOUR VOLUMES.

VOL. II.

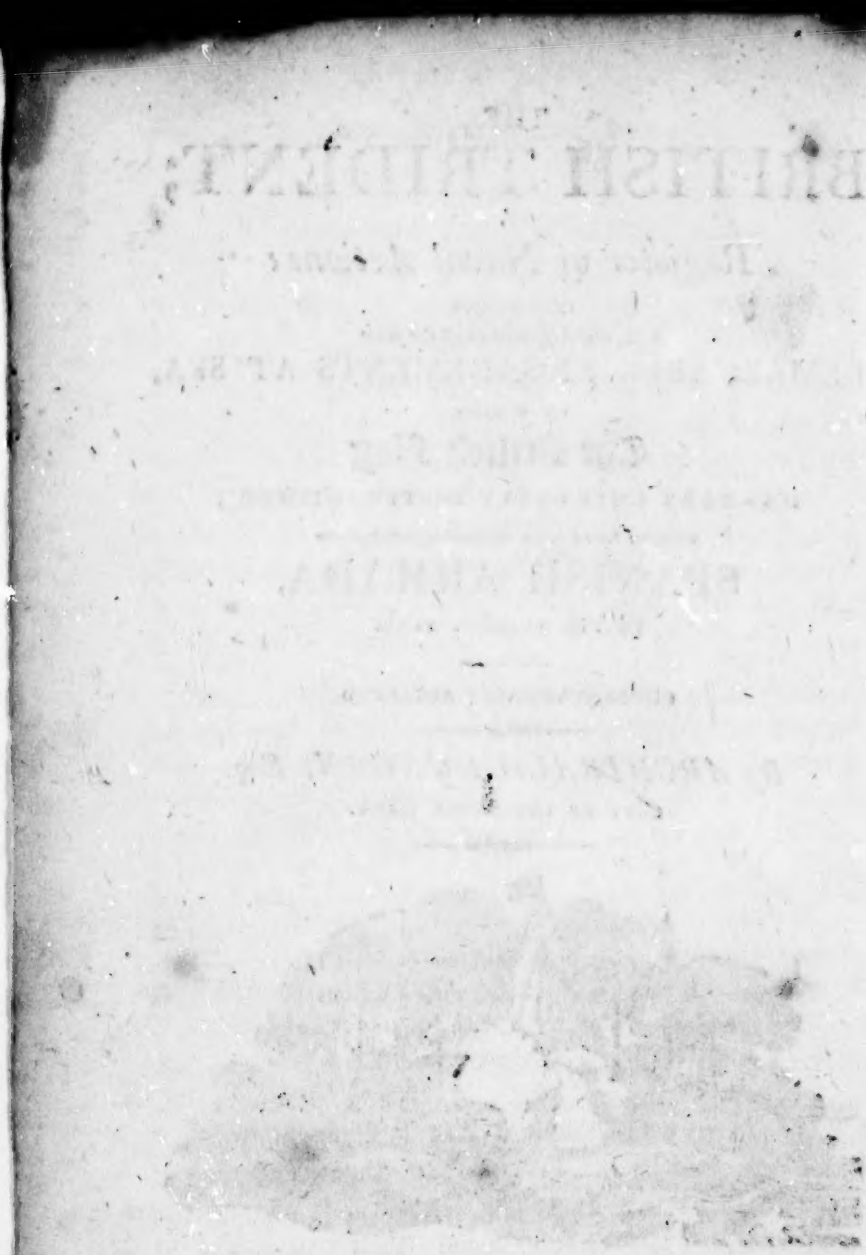
LONDON:

PRINTED AND PUBLISHED BY JAMES CUNDEE,

IVY-LANE, PATERNOSTER-ROW;

Sold by C. CHAPPLE, Pall-Mall.

1805.



THE

TRIDENT.

NAVAL TRANSACTIONS,

From the Year 1749, to the Death of King George II. in 1760.

Commencement of hostilities with the French—Action near Newfoundland—Engagement off Minorca—Proceedings on the Trial of Admiral Byng—Action off Louisburg—Proceedings in the East Indies—Gallant Action of Captain Death, in the Terrible Privateer—Expedition against Rochfort—Successes of Captain Lockhart—Various Actions between single Ships—Expedition against Louisburg—Engagement off Cape François—Expedition against St. Malo—Engagement off Cape de Gatt—Taking of Louisburg—Action near Martinico—Taking of the French Settlements in Africa—Naval Operations in the East Indies—Engagement in the Bay of Quiberon—Engagement near the Coast of Barbary—Taking of Quebec—Engagement off Ceylon—Gallantry of three Captains of East Indiamen—Descent of the French at Carrickfergus—Actions off the Isle of Man, near Lisbon, and in the West Indies—State of the Royal Navy at the Death of King George II.

THE treaty concluded at Aix la Chapelle was not long respected by the French. In direct violation of that treaty, they, in 1749, seized and fortified the neutral island of Tobago, in the West Indies, and in 1751 equipped a squadron to disturb the British settlements on the coast of Africa. Tobago was, however, evacuated upon the remonstrance of the English government, which also dispatched a squadron to the

African coast, to frustrate any hostile design that might be attempted by the French. The English commodore, Captain Buckle, immediately on his arrival informed the French commander, M. Perrier de Salvert, that unless he withdrew from that coast he should be under the necessity of compelling him. This spirited conduct induced the compliance of M. de Salvert, notwithstanding the great superiority of his force, and he retired with his squadron.

This manifest want of sincerity on the part of the French government, rendered it necessary to keep on foot a powerful navy during the few years of peace which the nation enjoyed.

In the East Indies hostilities never ceased entirely between the French and English companies; and in 1754 the directors of the latter were obliged to apply for a squadron to protect their settlements. Four sail of the line and two smaller vessels were accordingly dispatched to that quarter, under the command of Rear-admiral Watson.

The repeated insults and encroachments of the French in North America, and the disturbance they gave to the British settlers, particularly in Nova Scotia, obliged the government likewise to send out a force to protect its subjects in that quarter. It consisted of two 50-gun ships, with a body of land-forces. The departure of this little armament was no sooner known by the French court, than it furnished them with a pretext for equipping a powerful fleet, at Brest and Rochfort. Preparations were in consequence made in England to repel any aggression that might be meditated, and in the month of March forty-three sail of the line, besides other vessels, were put into commission. At the same time orders

were given that they should put to sea with all possible expedition.

ACTION NEAR NEWFOUNDLAND.

The French fleet consisting of twenty-five sail of the line, besides frigates and transports, with a large body of forces, put to sea in the month of April. M. Macnamara having escorted it into what was thought to be a safe latitude, returned to Brest with nine of the largest ships, while M. Bois de la Motte pursued his course with the remainder towards America. This intelligence was no sooner received in England, than Vice-admiral Boscawen was ordered to sail with eleven ships of the line, and a frigate, having on board two regiments. The admiral received instructions to cruize off the banks of Newfoundland, and to treat the French as enemies wherever he met them. The English squadron left Plymouth on the 27th of April, and on the 11th of the ensuing month Rear-admiral Holburne was dispatched with a reinforcement of six sail of the line, and a frigate, with which he was fortunate enough to join the commander in chief, off the banks of Newfoundland. On the 8th of June, while the British fleet lay off Cape Race, the southernmost point of that island, three sail of French men of war, which had been separated from M. Bois de la Motte, in a fog, were discovered. The The Dunkirk, of 60 guns, Captain Howe, with some other vessels, was immediately ordered to give chace. The French made all the sail they could, but yet about noon, the Dunkirk got alongside of the sternmost ship, which proved to be the Alcide, of 64 guns, commanded by Commodore d'Hoquart. Captain Howe in compliance

with his instructions, immediately required that he should go under Admiral Boscawen's stern, to which the French commodore replied by asking whether the two nations were at peace or war. Captain Howe repeated his orders, generously desiring him to prepare for the worst, as he every moment expected a signal to fire into the Alcide, for not bringing-to. The ships were now close to each other, yard-arm and yard-arm. A number of ladies, officers, and soldiers being upon the deck, Captain Howe warned them of the danger to which they would be exposed, and advised them, as it was not their duty to defend the ship, to remove out of the way before he began the engagement. This advice they complied with, and now perceiving the red flag hoisted at the admiral's fore-top gallant-mast-head, Captain Howe poured in a whole broadside and a volley of fire-arms, which was immediately returned. The first broadside silenced three of the enemy's guns, and killed nearly fifty officers and men. The French commodore, however, defended himself with the utmost obstinacy; but the Dunkirk's guns being double shotted did such execution at every round, that his officers were unable to keep the men to their quarters, and one of them was actually run through the body as an example to the rest. The English fleet meanwhile approached, and just as it came up, the Alcide struck. The slaughter in that vessel was very great, and when the French commodore was brought on board the Dunkirk, he observed to the gallant Captain Howe, that, "it was cruel to engage so very close." The governor of Louisburg, four officers of distinction, and a considerable number of land-forces were taken in this vessel, together with about 30,000l. in specie. The Dunkirk, in this action, had

seven men killed, and about as many wounded. She received great damage in her masts and yards, and her sails and rigging were entirely cut to pieces. This gallant achievement was the dawning of that glory afterwards acquired by one of Britain's most distinguished naval heroes, the late Earl Howe.

While the Dunkirk was engaging the French commodore, the Lys, pierced for 64 guns, but having only 22 mounted, was taken after little resistance by the Defiance and Fougueux. The third ship, which, according to report, was the Dauphin of 74 guns, escaped under favor of a thick fog. The capture of these vessels was attended with a singular circumstance relative to Admiral Boscawen, this being the third time that the French commodore, M. D'Hoquart, became his prisoner.

Finding that the rest of the enemy's fleet had arrived safe at Quebec and Louisburg, the admiral proceeded to Halifax, leaving a squadron under Rear-Admiral Holburne to block up the latter port. In entering the port of Halifax, the Mars of 64 guns was lost through the unskilfulness of the pilot, but the crew and stores were saved. The squadron having refitted, Admiral Boscawen sailed for England, where he arrived in November with his prizes and 1500 prisoners.

In the month of July a fleet, consisting of nineteen sail of the line, put to sea, under the command of Sir Edward Hawke, who was ordered to cruize off Cape Finisterre, for the purpose of intercepting a French convoy expected home from the West Indies. In October, Sir

Edward was succeeded in the command by Admiral Byng. On the 14th of the ensuing month, Captain Stevens in the Orford, one of the ships belonging to this fleet, fell in with, and after a sharp contest, took the Esperance of 74 guns, commanded by the Count de Bouvet. This vessel was one of the Louisburg squadron, and was so extremely old and leaky, that Admiral Byng, after taking out her people, ordered her to be set on fire.

ENGAGEMENT IN THE MEDITERRANEAN.

Preparations for war were now made on both sides, but it was not formally declared till the 18th of May 1756. A formidable fleet had been equipped at Toulon, and a large body of French troops, under M. de Richelieu, had landed on the island of Minorca, and laid siege to Mahon. A fleet was therefore ordered to be got ready with the utmost expedition for the relief of that place, and the command of it was given to Admiral Byng. Many unforeseen delays and difficulties prevented the sailing of this squadron, consisting of only ten sail of the line, till the 6th of April, and even then most of the ships were deficient in their complement of men. Being detained in his passage by calms and contrary winds, it was the 2d of May before the admiral arrived at Gibraltar, where he was joined by Commodore Edgecumbe, who had escaped from Mahon with the ships under his command. Admiral Byng's force was now composed of the following vessels:—

Ships.	Guns.	Men.	Commanders.
Ramillies	90	750	Hon. John Byng, admiral of the Blue. Capt. A. Gardiner.

Buckingham	68	585	Rear-admiral West. Capt. M. Everitt.
Culloden	74	600	H. Ward.
Captain	64	500	Charles Catford.
Revenge	64	500	[illegible]. Cornwall.
Lancaster	66	520	Hon. [illegible]. Edgecumbe.
Trident	64	500	Ph. Durell.
Intrepid	64	500	James Young.
Kingston	60	400	William Parry.
Princess Louisa	60	400	Hon. T. Noel.
Defiance	60	400	T. Andrews.
Portland	50	300	P. Baird.
Deptford	50	300	J. Amherst.
Chesterfield	40	250	J. Lloyd.
Experiment	20	160	J. Gilchrist.
Dolphin	20	160	B. Marlow.
Phœnix	20	160	Hon. O. Hervey.
Fortune	14	100	James Maplesden.
	948	7085	

The Admiral lost no time in getting these ships ready for sea, in order, if possible, to relieve the garrison of Fort St. Philip. The French force in the Mediterranean at this time was about equal in point of number to the English, but in condition and equipment it possessed very great advantages. The following were the ships of which it was composed:—

Ships.	Guns.	Men.	Commanders.
Le Foudroyant	84	950	M. de la Galissoniere, lieutenant-general. Capt. M. de L'Aiguille.

La Couronne	74	800	M. de la Clue, chef d'escadre. Capt. M. de Gabanous.
Le Redoubtable	74	800	M. de Glendeves, chef d'escadre. Capt. M. de Marçonville.
Le Guerrier	74	800	M. Villar de la Brosse.
Le Temeraire	74	800	M. de Beaumont de Mahé.
Le Triton	64	600	M. de Mercier.
Le Lion	64	600	M. de St. Aignan.
Le Content	64	600	M. de Salien Grammont.
Le Sage	64	600	M. de Revest.
L'Orphée	64	600	M. de Raimondis.
Le Fier	50	550	M. de Hervillée.
L'Hippopotame	50	550	M. de Rochemaure.
La Junon	46	300	M. de Beaussier.
La Rose	32	250	M. de Costobelle.
La Gracieux	32	250	M. de Marquisson.
La Topaze	28	250	M. de Carne Montalete.
La Nymphe	28	250	M. de Callian.
	966	9550	

The events subsequent to the departure of the British admiral from Gibraltar, will be best described in his own letter, which we have inserted at length, and many of the passages of which were suppressed in the official publication of the British government.

"*Ramillies, off Minorca, 25th May*, 1756.

"Sir,

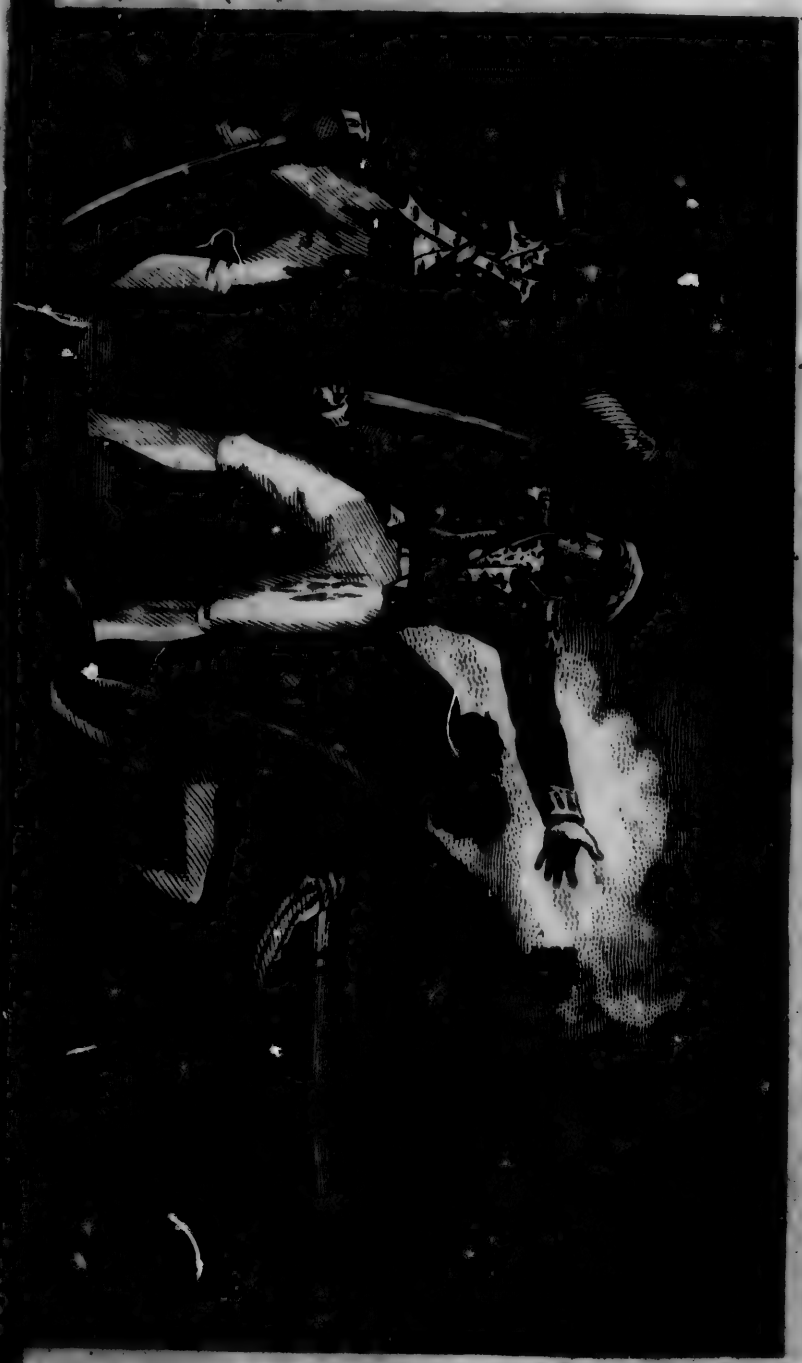
"I have the pleasure to desire you will acquaint their Lordships, that, having sailed from Gibraltar on the 8th,

I got off Mahon on the 19th, having been joined by his majesty's ship Phœnix, off Majorca, two days before, by whom I had confirmed the intelligence I received at Gibraltar of the strength of the French fleet, and of their being off Mahon. His majesty's colors were still flying at the castle of St. Philip, and I could perceive several bomb-batteries playing upon it from different parts. French colors we saw flying on the west part of St. Philip. I dispatched the Phœnix, Dolphin and Chesterfield a-head to reconnoitre the harbor's mouth, and ordered Captain Hervey to endeavour to land a letter for General Blakeney, to let him know the fleet was here to his assistance, though every one was of opinion we could be of no use to him, as by all accounts no place was secured for covering a landing could we have spared any people. The Phœnix was also to make the private signal between Captain Hervey and Captain Scrope, as this latter would undoubtedly come off if it were practicable, having kept the Dolphin's barge with him. But the enemy's fleet appearing to the south-east, and the wind at the same time coming strong off the land, obliged me to call in the ships before they could get quite so near the entrance of the harbor as to ascertain what batteries or guns might be placed to prevent our having any communication with the castle. Falling little wind, it was five before I could form my line, or distinguish any of the enemy's motions, and was quite unable to judge of their force excepting by their numbers, which were seventeen, and of these thirteen appeared to be large. They at first stood towards us in a regular line, and tacked about seven, which I judged was to endeavour to gain the wind of us during the night; so that, being late, I tacked in order to keep the weather-gage of them,

as well as to make sure of the land-wind in the morning. Being very hazy, and not above five leagues off Cape Mola, we tacked off towards the enemy at eleven, and at day-light had no sight of them; but two tartans, with the French private signal, being close in with the rear of our fleet, I sent the Princess Louisa to chace one, and made the signal for the rear-admiral, who was nearest the other, to send ships to chace her. The Princess Louisa, Defiance, and Captain, stood off to a great distance; the Defiance, however, took the vessel she was in chace of, on board of which were two captains, two lieutenants, and 102 private soldiers, who were sent out the day before with 600 men on board tartans to reinforce the French fleet.

"On our appearing off the place, the Phœnix, upon Captain Hervey's offer, prepared to serve as a fire-ship, but without damaging her as a frigate till the signal was made to prime, when she was to scuttle her decks, every thing else being prepared that the time and place allowed of. The enemy now began to appear from the mast-head. I called in the cruizers, and when they had joined me, I tacked towards the enemy and formed the line a-head. I found the French were preparing theirs to leeward, having unsuccessfully endeavoured to weather me. They were twelve large ships of the line and five frigates. As soon as I judged the rear of our fleet to be the length of their van, we tacked all together, and I immediately made the signal for the ships that led to lead large, directing the Deptford to quit the line, that ours might be equal in number to theirs.

"At two I made the signal to engage, as I found it was the surest method of ordering every ship to close down on the one that fell to her lot. And here I must



express my great satisfaction at the very gallant manner in which the rear-admiral set the van the example, by instantly bearing down on the ship he was to engage with his second, and thus causing the French ships to begin the engagement, which they did by raking ours as they went down. I bore down on the ship that lay opposite to me, and began to engage her, after having received the fire for some time in going down. The Intrepid, unfortunately, in the very beginning had her fore-top-mast shot away; and as it hung on the fore-sail and backed it, the crew lost all command of the ship, her fore-tack and braces being cut at the same time, so that she drove on the next ship, obliging that and the ships a-head of me to throw all a-back. This compelled me to do the same for some minutes, to avoid their falling on board of me, but not before we had driven our adversary out of the line, who put before the wind, and had several shot fired at him by his own admiral. This not only caused the enemy's centre to remain unattacked, but left the rear-admiral's division rather uncovered for some time. I sent and called to the ships a-head of me to make sail and go down on the enemy; and ordered the Chesterfield to lie by the Intrepid, and the Deptford to supply the place of the latter. I found the enemy edged away constantly, and as they went three feet to our one, they would never permit our closing with them, but took the advantage of destroying our rigging: for though I closed the rear-admiral fast, I found I could not again overtake the enemy, whose van were fairly driven from their line; but their admiral was joining them by bearing away.

"By this time it was past six, and the enemy's van and ours were at too great a distance to engage. I per-

ceived some of their ships stretching to the northward, and imagined they were going to form a new line. I made the signal for the headmost ships to tack, and those that led before with larboard tacks to lead with the starboard, that I might, by the first, keep the wind if possible of the enemy; and by the second be between the enemy and the rear-admiral's division, which had suffered most; as also to cover the Intrepid, which I perceived to be in a very bad condition, and whose loss would produce a great balance against us, if, as I expected, they should attack us the next morning. I brought to about eight that night, to join the Intrepid and to refit our ships as fast as possible, and continued so all night.

"The next morning we saw nothing of the enemy though we were still lying to. Mahon was N. N. W. about ten or eleven leagues. I sent out cruisers to look for the Intrepid and Chesterfield, which joined me the next day; and finding, from a statement of the condition of the squadron delivered to me, that the Captain, Intrepid, and Defiance, which latter had lost her captain, were much damaged in their masts, so that they were in danger of not being able to secure their masts properly at sea; and also that the squadron in general were very sickly, having many killed and wounded, and no place to put one third of their number, if I even made an hospital ship of the Chesterfield, which would be no easy matter at sea; I thought proper, in this situation, to call a council of war before I again went to look for the enemy. I desired the attendance of General Stuart, Lord Effingham, Lord Robert Bertie, and Colonel Cornwallis, that I might collect their opinions on the present situation of Minorca and Gibraltar, and make sure of protecting the latter, since it was found impracticable

either to succor or relieve the former with the force we had; for though we may justly claim the victory, yet we are much inferior to the enemy in the weight of ships, though the numbers are equal; and they have the advantage of sending their wounded to Minorca, and receiving re-inforcements of seamen from their transports, and soldiers from their camp; all which has undoubtedly been done, in the time that we have been lying-to, in order to refit, and often in sight of Minorca; and their ships have more than once appeared in a line from our mast-heads.

"I send their lordships the resolution of the council of war, in which not the least contention or doubt arose. I hope indeed we shall find stores to refit our ships at Gibraltar, and if I have any re-inforcement, will not lose a moment's time to seek the enemy again, and once more give them battle, though they have a great advantage in being clean ships, that go three feet to our one, and, therefore, have the choice how they will engage us, or whether they will engage us at all; and will never let us close with them, as their sole view is to disable our ships, in which they have but too well succeeded, though we obliged them to bear up. I do not send their lordships the particulars of our losses and damages by this, as it would take much time, and that I am willing none should be lost in letting them know an event of such consequence. I cannot help urging their lordships for a re-inforcement, if none has yet sailed, on their knowledge of the enemy's strength in those seas; and which, according to very good intelligence, will, in a few more days be strengthened by four more large ships from Toulon, almost ready to sail, if they have not already sailed, to join them. I dispatch this by Sir

Benjamin Keene, by way of Barcelona, and am making the best of my way to cover Gibraltar, from which place I purpose sending their lordships a more particular account.

"I am, Sir, &c.

"JOHN BYNG.

"To the Hon. John Cleveland.

"P. S. I must desire you will acquaint their lordships, that I have appointed Captain Hervey to the command of the Defiance, in the room of Captain Andrews, slain in the action."

To the extract from the above letter, was added, in the account published by the English ministry, a statement of the killed and wounded on board both squadrons, but without mentioning from what quarter the information was received. By this list it appeared that in the British fleet forty-two men were killed and 168 wounded; while the enemy had only 21 men killed and 133 wounded: and, likewise, that on board Admiral Byng's ship, the Ramillies, not a single individual had received any injury. This circumstance contributed greatly to injure his character at home, and was probably one cause of the fate which afterwards attended him. It furnished occasion to conclude that he had not attacked the enemy with that vigor and resolution which he ought to have done. A general clamor was immediately raised against him; the derogation which the national consequence was supposed to have suffered, threw the minds of the people into the highest state of

fermentation, which was artfully and industriously aggravated by those whose neglect and misconduct were the causes of the unfortunate admiral's disgrace.

The remissness of administration had been indirectly impeached in Mr. Byng's first letter, written immediately after his arrival at Gibraltar, on the 9th of May. He there says:—"If I had been so happy as to have arrived at Minorca before the enemy had effected a landing, I flatter myself I should have had it in my power to have hindered them from establishing a footing there." The negligence of government, notwithstanding the various intimations they had received, in equipping a fleet for the defence of Minorca, was notorious; the distant allusion of the admiral to that subject irritated the minds of his employers: he had been weak enough to speak the truth, to say that he was sent out too late, to declare that the island was lost through the remissness of administration—and from that moment his ruin was determined.

The letter of Mr. Byng containing the account of the engagement, is supposed to have been received on, or before, the 16th of June; but it was not published till the 26th, so that his enemies had sufficient time to prejudice the public mind, and to propagate any accounts they pleased relative to that affair. Even when it appeared, it was mangled in a most unjustifiable manner, and with a view, as the admiral's friends very plausibly insisted, to prevent the people from forming a right judgment of his conduct, or knowing the disadvantages under which he laboured.

On the 16th of June the Antelope sailed from Portsmouth, having on board Sir Edward Hawke, Rear-admiral Saunders, and several naval officers, with or-

ders to supersede the Admirals Byng, and West, and such captains were ordered by the admiralty to return home.

In pursuance of the resolution mentioned in his letter of the 25th of May, Admiral Byng proceeded to Gibraltar, where he arrived on the 19th of June. He there found Commodore Broderick, with a re-inforcement of five ships of the line, and began without loss of time to refit his ships, with the determination of returning to Minorca, in the hope of still relieving the garrison of Fort St. Philip, by the defeat of the French fleet. In the midst of his preparations for carrying this design into effect, Sir Edward Hawke arrived at Gibraltar with his letters of recal.

Mr. Byng, in obedience to the order for his supersedure, sailed from Gibraltar in the Antelope, on the 9th of July, together with Admiral West, and such officers as it had been thought necessary to send for home. On the arrival of the vessel at Portsmouth, Admiral Byng was put under arrest, and conveyed to Greenwich Hospital, the place appointed for his confinement previous to his trial. He not only received by the way all the insults and indignities which the malice of narrow minds could suggest, but was afterwards guarded with all the studied caution ever bestowed on criminals, charged with the blackest offences. This circumstance was industriously made known, as if to insinuate that the utmost care was necessary to prevent his escape from justice; while the unfortunate victim, conscious of no criminality, anxiously looked forward to the day of trial, as that which was to retrieve his reputation, and to deliver him from the malice of his enemies.

In December he was carried back to Portsmouth, and on the 27th of that month, the court-martial which was ordered to enquire into his conduct, assembled on board the St. George. It was composed of the following members:—

President—Vice-admiral Thomas Smith.

Rear-admirals.

Francis Holburne,
Thomas Broderick.
Harry Norris.

Captains.

Charles Holmes,	William Boys,
John Simcoe,	John Bentley,
Peter Denis,	Francis Geary,
John Moore,	James Dough[illegible],

Hon. Augustus Keppel.

The court continued sitting till the 28th of January, when after a full investigation of the evidence, they came to the following resolution:—"That the prisoner fell under part of the 12th article of the act passed in the reign of George II, which runs thus: 'Every person in the fleet, who, through cowardice, negligence, or disaffection, shall, in time of action, withdraw, or keep back, or not come into the fight, or engagement, or shall not do his utmost to take or destroy every ship, which it shall be his duty to engage, and to assist and relieve all and every of his majesty's ships, or those of his allies, which it shall be his duty to assist or relieve;

every person so offending, and being convicted thereof by the sentence of a court-martial, shall suffer death.'—As that article positively prescribes death without any alternative left to the discretion of the court, under any variation of circumstances, the court did therefore unanimously adjudge the said Admiral Byng to be shot to death, at such time and on board such ship as the lords commissioners of the admiralty should direct. But as it appeared by the evidence of Lord Robert Bertie, Lieutenant-colonel Smith, Captain Gardiner, and other officers of the ship, who were near the person of the admiral, that they did not perceive any backwardness in him during the action, or any marks of fear or confusion, either from his countenance or behavior, but that he seemed to give his orders coolly and distinctly, and did not seem wanting in personal courage; and from other circumstances the court did not believe that his misconduct arose either from cowardice or disaffection, and did therefore unanimously think it their duty most earnestly to recommend him as a proper object of mercy."

When the sentence of the court was transmitted to the board of admiralty, it was accompanied with a letter, which concludes in the following manner:—"We cannot help laying the distresses of our minds before your lordships, on this occasion, in finding ourselves under the necessity of condemning a man to death, from the great severity of the 12th article of war, part of which he falls under, and which admits of no mitigation, even if the crime should be committed by an error in judgment only; and, therefore, for our own consciences' sake, as well as in justice to the prisoner, we pray your lordships in the most earnest manner to recommend him to his majesty's clemency."

In consequence of this representation, the lords of the admiralty petitioned the king for the opinion of the twelve judges, relative to the legality of the sentence; which they having considered, together with the 12th article, to which it referred, were unanimously of opinion that it was legal. This report being transmitted by the privy-council to the admiralty, their lordships issued a warrant for executing the sentence on the 28th of February. Admiral Forbes, however, being at that time a lord of the admiralty, refused, with manly independence, to sign the warrant; and expressed his sentiments on the subject in the following memorial:—

"It may be thought great presumption in me to differ from such great authority as that of the twelve judges; but when a man is called upon to sign his name to an act which is to give authority to the shedding of blood, he ought to be guided by his own conscience, and not the opinions of other men.

"In the case before us, it is not the merit of Admiral Byng that I consider; whether he deserves death or not, is not a question for me to decide; but, whether or not, his life can be taken away by the sentence pronounced on him by the court-martial, and after their having so clearly pronounced their motive for such a sentence, is the point which alone has employed my most serious consideration.

"The 12th article of war, on which Admiral Byng's sentence is grounded, says, according to my understanding of its meaning, 'That every person, who, in time of action, shall withdraw, keep back, or not come into fight, or not do his utmost, &c. through motives of

cowardice, negligence, or disaffection, shall suffer death.' The court-martial does, in express words, acquit Admiral Byng of cowardice, or disaffection, and does not name the word negligence. Admiral Byng does not, as I conceive, fall under the letter and description of the 12th article of war. It may be said that negligence is implied though the word is not mentioned, otherwise the court-martial would not have brought his offence under the 12th article, having acquitted him of cowardice and disaffection. But it must be acknowledged that the negligence implied, cannot be wilful negligence; for wilful negligence in Admiral Byng's situation, must have proceeded either from cowardice or disaffection; and he is expressly acquitted of both these crimes; besides, crimes which are implied only, and not named, may indeed justify suspicion and private opinion, but cannot satisfy the conscience in a case of blood.

"Admiral Byng's fate was referred to a court-martial. His life and death were left to their opinion. The court-martial condemn him to death because, as they expressly say, they were under a necessity of doing so, by reason of the letter of the law, the severity of which they complain of, because it admits of no mitigation. The court-martial expressly say that, for the sake of their own consciences, as well as in justice to the prisoner, they must earnestly recommend him to his majesty for mercy. It is evident then, that, in the opinions and consciences of his judges, he was not deserving of death.

"The question then is: Shall the opinions or the necessities of the court-martial determine Admiral Byng's

fate?—If it should be the latter, he will be executed contrary to the intentions and meaning of the judges; if the former, his life is not forfeited. His judges declare him not deserving death; but mistaking either the meaning of the law, or the nature of his offence, they bring him under an article of war, which, according to their own description of his offence, he does not, I conceive, fall under; and then they condemn him to death, because, as they say, the law admits of no mitigation. Can a man's life be taken away by such a sentence? I would not willingly be misunderstood, and have it believed that I judge of admiral Byng's deserts; that was the business of the court-martial, and it is my duty only to act according to my conscience; which, after deliberate consideration, assisted by the best light a poor understanding can afford it, remains still in doubt; and therefore I cannot consent to sign a warrant, whereby the sentence of the court-martial may be carried into execution; for I cannot help thinking that, however criminal Admiral Byng may be, his life is not forfeited by that sentence. I do not mean to find fault with other men's opinions: all I aim at is to give reasons for my own; and all I desire or wish is, that I may not be misunderstood. I do not pretend to judge admiral Byng's deserts, or to give any opinion on the propriety of the act.

"Signed, Feb. 16th, 1757,
at the Admiralty.
"J. Forbes."

A farther attempt was made to save Admiral Byng. A member of the court-martial, in behalf of himself and

several others, petitioned parliament to be released from their oath of secrecy, having something to disclose relative to the sentence, which in justice to the admiral they ought not to withhold. A bill to that effect was accordingly brought in, and passed the commons, but the lords conceiving it unnecessary, it was almost unanimously rejected in that house. His sentence was accordingly ordered to be put into execution on the 14th of March, on board the Monarque, at Portsmouth.

The unfortunate admiral finding himself now abandoned to his fate, prepared himself for death with great resignation and tranquillity. He preserved the utmost cheerfulness to the last, and not the least sign of impatience or apprehension ever escaped him. On the morning of the day appointed for his execution he wrote the following paper, which he delivered to the marshal of the admiralty, a few moments before he suffered:—

"Sir,

"These are my thoughts on this occasion; I give them to you that you may authenticate them, and prevent any thing spurious from being published that might tend to defame me.

"A few moments will now deliver me from the virulent persecution, and frustrate the farther malice of my enemies. Nor need I envy them a life subject to the sensations my injuries and the injustice done me must create. Persuaded I am, justice will be done to my reputation hereafter. The manner and cause of raising and keeping up the popular clamor against me, will be seen through. I shall be considered, (as I now con-

ceive myself,) a victim, destined to divert the indignation of an injured and deluded people from the proper objects. My enemies themselves must now think me innocent. Happy for me, that at this my last moment, I know my innocence, and that no part of my country's misfortunes can be owing to me. I heartily wish that the shedding of my blood may contribute to the happiness and service of my country; but cannot resign a just claim to a faithful discharge of my duty, according to the best of my judgment, and the utmost exertion of my ability for his majesty's honor and my country's service. I am sorry that my endeavors were not attended with more success, and that the armament under my command proved too weak to succeed in an expedition of such moment.

"Truth has prevailed over calumny and falsehood, and justice has wiped off the ignominious stain of my supposed want of personal courage and disaffection. My heart acquits me of these crimes. But who can be presumptuously sure of his own judgment? If my crime be an error of judgment, or differing in opinion from my judges; and if yet the error of judgment should be on their side, God forgive them, as I do: and may the distress of their minds, and uneasiness of their consciences, which in justice to me they have represented, be relieved and subside, as my resentment has done. The supreme judge sees all hearts and motives, and to him I submit the justice of my cause.

"J. Byng.

"On board his majesty's ship, Monarque, in Portsmouth harbor,
March 14, 1757."

About noon the admiral having taken leave of a clergyman and some friends by whom he was accompanied, advanced from the great cabin to the quarter-deck, where a party of marines was drawn up, in readiness to execute the sentence. He proceeded with a firm, deliberate step, and at first resolved to suffer with his face uncovered. His friends, however, represented to him that his looks would probably intimidate the soldiers, and prevent them from taking proper aim, upon which he threw his hat on the deck, kneeled down on a cushion, and having tied a handkerchief over his eyes, he dropped the other as a signal to his executioners to fire. Five balls passed through his body, and he instantly fell dead. The time between his leaving the cabin and being placed in the coffin did not exceed three minutes.

Such was the fate of the unfortunate Admiral Byng, in whose death was exhibited a spectacle unparalleled in the English annals.

Sir Edward Hawke, who had been appointed to the command of the fleet in the Mediterranean, had no opportunity of performing any thing of importance during the remainder of the year 1756; so that he was obliged to content himself with distressing the enemy's trade as much as possible, and rendering protection to the British commerce.

Commodore Holmes, who commanded a small squadron on the coast of Newfoundland, had a spirited encounter with a French force considerably superior. On the 26th of July he was cruizing in the Grafton of 70 guns, in company with the Nottingham of 60, and the Hornet and Jamaica sloops of 14 guns each, off Louisburg, when four sail were discovered, which steered di-

rectly for the British squadron till they were within two leagues. The English commodore then tacked, in hopes to have cut them off from their port, as they stood away for it. At one in the afternoon they came to an anchor in the harbor, and as soon as it was dark, Mr Holmes dispatched the Hornet to Halifax, with orders to Captain Spry to send some of the ships under his command to his assistance.

At seven in the morning of the 27th the commodore discovered four ships in chace of him, and at half past one, the headmost of the French squadron, a frigate of about 36 guns, fired on the Jamaica, which she returned. On the Grafton firing at the frigate, she hauled her wind, and the Jamaica bore away to the southwest; this being observed by the French commandant, he made a signal for the two frigates to chace the sloop, which they immediately obeyed. About two the Nottingham brought her stern-chace to bear on the French commandant, as did likewise the Grafton soon afterwards. The latter then bore down on the enemy, and being about a quarter of a mile from him it fell calm, and the engagement commenced. The French commodore was on the starboard side of the Grafton, and another large ship a-stern of him. The two frigates were at the distance of a mile, and the Jamaica something more. The enemy now made the signal for the frigates to join him, and himself bore down towards them with the two large ships; and making sail, they regained their port in spite of all the efforts of Commodore Holmes to come up with them. The English ships were much disabled in their rigging, and the Grafton had six men killed and wounded.

In the West Indies, the Warwick of 60 guns, com-

manded by Captain Shuldham, being one of the ships of Rear-admiral Frankland's squadron, on the Leeward Island station, fell in, during a cruize off Martinico, with three French men of war, of 74, 30, and 26 guns. The captain of the Warwick perceiving himself thus overmatched, endeavoured to get clear by making a running fight; but one of the frigates coming up under her stern, raked her terribly, and detained her till the large vessel came up, when the Warwick struck.

In the East Indies, Vice-admiral Watson, who arrived at Bombay towards the conclusion of the preceding year, resolved to attempt the reduction of Geriah, a strong fortress, and the capital of the dominions of the pirate Angria, who had long annoyed the commerce of the English and other nations on the coast of Malabar. On the 7th of February the admiral sailed from Bombay, and on the 11th appeared before Geriah. The next day the squadron entered the harbor in two divisions, and as soon as the ships had got into their stations, they opened such a furious fire on the batteries, that between six and seven the same evening they were completely silenced. The troops under the command of Colonel Clive were now landed, and on the 13th the fort surrendered. Angria had himself quitted the place, which was defended by his brother-in-law, who was made prisoner, together with the pirate's wife, children, and mother. The admiral's conduct to his captives on this occasion, forms too amiable a trait in his character to be omitted. When the conqueror entered their apartment, the whole family prostrated themselves before him on the ground; but being raised, the mother of Angria, in a lamentable tone, said, that the people had now no sovereign, she had no son, her daughter no husband, and their children

no father. The admiral consoled them in the best manner he could, and told them they must consider him as their father, friend, and protector; on which the youngest boy, seizing his hand, exclaimed sobbing, "Then you shall be my father!" This artless, but pathetic address, so deeply affected the gallant admiral, that the tears trickled down his cheeks, while he again assured them of his friendship and protection.

In the fort, in the reduction of which only twenty men were killed and wounded, were found 200 pieces of cannon, six brass mortars, a considerable quantity of ammunition, together with specie to the amount of 100,000l. sterling, and valuable effects worth 30,000l. The arsenal, the store-houses, and the principal part of the ships in the harbor and on the stocks were destroyed, on which the squadron returned to Bombay.

The admiral soon afterwards received orders to return to England; but the perilous situation of affairs in the East Indies, where the nabob Surajah Dowlah had taken Casambuzar and Calcutta, together with the persuasions of the council of Madras, induced him to deviate from his instructions, and to proceed immediately to Bengal.

He accordingly sailed from Madras on the 16th of October with the whole squadron, and the Walpole and Marlborough Indiamen, and after a tedious passage anchored on the 15th December in the road of Balasore. Having crossed the Braces on the 8th, he proceeded up the river Ganges, and on the 15th arrived at Fulta, where he found Governor Drake, and those who had escaped on board the ships at the time Calcutta was invested. Here the admiral made the necessary preparations for the attack of the enemy's batteries. On the 27th the squadron proceeded up the river, and on the

29th brought up against the fort of Busbudgia. Colonel Clive was landed with the troops for the purpose of attacking it by land, and a heavy fire was kept up till night from the ships. In a council of war, held on board the Kent, it was resolved to attempt to carry the fort by storm early the next morning, and at seven in the evening a body of 100 seamen, under the command of Captain King, were landed, in order to co-operate with Colonel Clive. By a singular event, however, the fortress was taken the same night. A seaman named Strachan, belonging to the Kent, having drunk too much grog, strolled in the dead of the night under the walls of the fort. Perceiving a breach, he entered it, at the same time giving loud huzzas. Some of his ship-mates, who had likewise rambled that way, hearing the shouts, hastened to the spot, mounted the breach, and drove from the works the Moorish soldiers, by whom Strachan was furiously attacked. The whole camp was now alarmed by the noise, and the soldiers repairing to the fort, entered and obtained possession without encountering any resistance. Admiral Watson being informed of the circumstance, sent the next day for Strachan, to admonish him for his temerity, and began with addressing him: "What is this you have been doing, Strachan?" The untutored hero having made his bow and scratched his head, and then with one hand twirling his hat on the other, replied: "Why to be sure, Sir, it was I who took the fort, but I hope there was no harm in it." The admiral then remonstrated with him on the dreadful consequences that might have resulted from such a rash act, and as he left the cabin, seemed to insinuate that he should be punished. The hardy tar, woefully disappointed at this reprimand, for what he rather conceived

to be deserving of reward, muttered as he was going: "If I'm flogged for this here action, I'll never take another fort as long as I live, by God!" It is to be regretted that the repeated misconduct of this brave fellow prevented the admiral from promoting him, as he wished to have done. Being afterwards wounded in one of the actions under Admiral Pocock, he became a pensioner of the chest at Chatham.

A gallant action was fought off the French coast, by the Colchester of 50, and the Lyme of 20 guns, of which the following circumstantial account is given by an officer on board the former: "The Lyme, Captain Vernon, and the Colchester, Captain O'Brien, were ordered by Admiral Boscawen (commanding the fleet off Brest) to cruize together on the coast of Brittany, and scarcely a day past but we either burned or sunk some French vessel. On the 17th of May in the morning, we took a French snow, laden with deals and rosin. An officer was sent on board to burn her. While he was thus engaged, the man at the mast-head called out that he saw a sail in the offing, on which Captain O'Brien hailed Captain Vernon, and desired him to make sail, saying that he would follow, which he did with all the sail he could make. As soon as the officer returned from burning the vessel, and the boats were hoisted in, a second sail was descried by the man at the mast-head, and at half past eleven A. M. we discovered them to be enemies; they likewise did the same with respect to us, making all the sail they could possibly set to get from us, with top-gallant royals, lower, top-mast, and top-gallant steering sails, keeping all full. Seeing they could not weather us on the other tack, they sometimes bore away two or three points,

then hauled their wind; but finding we gained on them fast, and that it was impossible to escape us, they shortened sail by degrees, till they were under their three top-sails, when they hoisted their colors and kept close together. We did the same, and as we neared them, plainly saw the name of each ship on their sterns. One was La Fidelle of 32 guns, and the other L'Aquilon of 58, which we counted very distinctly, having eleven guns below on a side, twelve on her upper deck, four on her quarter-deck, and two on her fore-castle; with a great number of men with small arms in her tops, poop, quarter-deck, and forecastle. We had a clear ship fore and aft, and every thing ready for action, with colors flying: our people, in great spirits, gave three cheers, as did the crew of the Lyme also. The French, indeed, answered us, but very faintly. Our captain's intention was to have gone between the two hostile ships, and to have given each of them a broadside; but they kept too close for us to put that scheme in execution. We therefore took the first fire of the Fidelle, reserving ours for the Aquilon, which was the headmost ship; and at half past five in the evening, being close upon her weather-quarter, she gave us her whole broadside below and aloft, as did also the Fidelle at the same time. We immediately returned it with our whole fire at the Aquilon, as did the Lyme at the other. The third broadside we received most unluckily cut our tiller-rope, great part of the steering-wheel, and lead trumpet, so that our ship directly came round-to; upon which the Aquilon put her helm hard a-weather and raked us fore and aft.

"Perceiving something extraordinary had happened on board us, they let down their fore-sail and bore away,

with the design, as we supposed, to assist their comrade, then warmly engaged with the Lyme at some distance; but we soon got tackles upon our tiller below, shivered our after-sails, put our helm a-port, and following her, got between the two enemy's ships, and on the Aquilon's lee-bow. Steering from bow to bow, we gave her five smart broadsides, most of which raked her fore and aft. We were so near as to be almost on board each other, our yard-arms very nearly touching. We then exchanged hand-grenadoes for some time from our tops; and one of hers falling on our forecastle, blew up a great number of musket-cartridges, but happily did no great mischief. When we raked her she was silent, and did not for some time fire a gun; her ensign being foul, our people gave three cheers, thinking she had struck, upon which the Aquilon put her helm a-lee, hauled up her fore-sail, (for we were then going large), and began to fire again. At this time our braces, bowlings, &c. being most of them shot away, we got down our steering-sail tacks for braces, and hauled upon a wind; but she got the weather-gage of us, which we could never afterwards recover. We now reeved a new tiller-rope, but it proved too short, so that we were obliged to reeve the mizen-sheet for a tiller-rope, and put a luff-tackle in lieu. We still continued engaging about point blank musket-shot, the Lyme and Fidelle being also still engaged but at a considerable distance from us. The great quantity of bar-shot, pieces of old iron bars, &c. which the French fired in upon us, tore our sails and rigging all to shatters; our mizen top-sail was down, the sheets, stoppers, and slings entirely shot away, and the mizen all in rags. In short, every thing was so torn and cut to pieces, that we had not the ship under the

least command; luckily for us it was fine weather and smooth water, or we must have lost our masts, they being very much wounded, and scarcely a whole shroud left to secure them. We saw, before dark, two of the Aquilon's ports beat into one, and about ten o'clock several great explosions on board her. We were so near that the wads from each ship fell on the decks on fire; and one from her guns came into an upper-deck port of ours, beat a cartridge of powder out of the hand of a man who was going to put it into a gun, and setting fire to some others, blew up all the people near the gun in a terrible manner. Other wads set fire to our hammocks on the poop, but it was happily extinguished. Thus we continued to engage till half past twelve at night, when the Aquilon hauled on board her fore-tack, set all the sail she could, kept close upon a wind, and left us in such a situation that it was impossible for us to follow her. The Lyme and Fidelle had ceased fighting about an hour and a half before us. Besides the shattered condition of our sails, masts, and rigging, we received several shot between wind and water, and were obliged to turn our people from the guns to pump ship, for we made four feet water in an hour; and heeled ship to stop our leaks with plugs and tallow. All the remaining part of the night and next day we were employed in knotting, splicing, reeving, and new-rigging and bending other sails. Our officers and men behaved well, and were in high spirits during the whole engagement; but our guns were very weakly manned, our people being obliged to help each other to run them out when loaded, and were all very much fatigued, having been up thirty-five hours. We had no more than four men killed on the spot, and

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thirty-five wounded, several of whom are since dead of their wounds, and others are not expected to recover. The Aquilon (by the account we have of a Danish ship from France,) had upwards of sixty killed, and a great number wounded, and reached Rochfort with great difficulty, being much shattered in her hull. The disproportion of the killed and wounded between us and the French may easily be accounted for, by considering that it is their continual practice to fire at our masts and rigging in order to disable our ships in that way, and that they have generally almost double the number of men. In this action we fired upwards of forty broadsides, all well expended, not a single gun being fired, but so near as to do execution on the enemy, wherever it took place; and every thing being conducted with as little noise and confusion as possible during the whole engagement, which was full six hours and a half."

On the 23d of December the Terrible privateer of 20 guns, and 200 men, commanded by Captain William Death, fell in with the Grand Alexandre, of 400 tons, and 22 guns, from St. Domingo, bound to Nantz; and after an obstinate action of two hours and a half, in which Captain Death's brother, and sixteen of his men were killed, the Frenchman was obliged to strike. She proved to be a valuable prize, and the captain put on board her forty of his hands. On the 28th as he was convoying her to England, the Vengeance privateer, of St. Maloes, of 36 guns, and 360 men, bore down upon him. A second engagement ensued, in which the enemy's first object was to retake the prize, which she manned, and then both ships proceeded with their united force to attack the Terrible. The latter lost her

main-mast at the first broadside, but notwithstanding this misfortune and the enemy's superiority, the gallant Englishman defended his ship with the most determined resolution, till he himself fell in the glorious contest. At length, after one of the most desperate and bloody engagements on record, which was maintained an hour and a half, all the officers being killed, together with the greatest part of the crew, and almost all of the survivors wounded, the Terrible was compelled to strike. The French ship was a complete wreck; her first and second captains were killed, with two-thirds of their people. The Terrible was carried into St. Maloes in a shattered and bloody condition, having no more than twenty-six of the crew alive, sixteen of whom had lost legs or arms and the other ten mostly wounded.

The merchants of London, as a testimony of their high sense of the merits of the captain and his gallant crew, immediately opened a subscription for the benefit of his widow, and the widows of the brave fellows who had fallen in the action, and likewise of that part of the crew which had survived the engagement.

The Antigallican privateer, of London, mounting 10 guns, and 280 men, commanded by Captain Foster, being on a cruize, off Ferrol, gave chase to a sail on the 26th of December. About noon he brought her to action, within pistol-shot, and after an obstinate engagement of three hours, the enemy struck. She proved to be the Duc de Penthièvre, a French East Indiaman, of 50 guns, commanded by M. de Villeneuf. That officer was killed, with twelve of his men, and twenty-seven were wounded. The loss of the Antigallican was nearly the same. The English captain

carried his prize into Cadiz, where, at the instigation of the French consul, an order arrived to the commanding-officer to seize the Penthievre, and restore her to the French. Captain Foster being made acquainted with this injunction, and refusing to deliver up his prize, a Spanish man of war of 70 guns, and a frigate of 36, dropped alongside the Antigallican, and discharged their broadsides into her. The English captain, finding that farther resistance would be vain, was obliged to yield. This unjustifiable aggression on the part of the Spaniards was one of the causes which soon afterwards led to a war with that nation. To compensate the owners of the Antigallican for the loss of that privateer, his majesty gave them the Roebuck, a frigate of 44 guns.

During the spring and summer of 1757, no naval operation of moment was undertaken near home. Vice-admiral Boscawen, and the Rear-admirals West and Broderick, cruized off Brest and in the channel, to distress the enemy's trade, and to intercept any reinforcements they might send out to their colonies. However, in spite of their vigilance, M. Dubois de la Motte slipped out of Brest with a squadron, and reached Louisburg in safety.

Towards the conclusion of the summer an expedition was planned against the coast of France, and Rochfort, one of the enemy's principal naval arsenals, was the object against which it was particularly destined. The fleet equipped for this purpose consisted of sixteen sail of the line, two frigates, five sloops, two bomb-ketches, two fire-ships, and forty-four transports, having on board 7300 land-forces, under the command of Sir John Mordaunt. Sir Edward Hawke was appointed commander-in chief of the fleet, having under him Vice-admiral

Knowles and Rear-admiral Broderick. On the 8th of September this formidable armament sailed from Spithead, and on the 22nd came to an anchor in Basque Road. Admiral Knowles being ordered to attack the Isle of Aix with his division, brought up against the fort on the 23d. The van of the detachment was led by Captain Howe, who standing forward through the enemy's fire, with steady bravery advanced without exchanging a single shot. When he had come within forty yards of the fort, he brought up with a spring on his cables, and opened such a furious and well-directed fire, that the enemy were, in about an hour, driven from their guns and surrendered. In the fort were found eight large mortars and twenty-eight pieces of cannon. A considerable time was now suffered to elapse, without making any farther attempt. At length, on the 28th it was agreed to land the forces for the attack of Rochfort; but in consequence of the delay which had already taken place, great numbers of French troops had been sent down to the coast. The attempt now appeared to be impracticable, and it was resolved to relinquish any farther operations. Admiral Knowles was sent to blow up the fortification in the island of Aix, and that service being effected, the fleet set sail on the 1st of October, and on the 6th arrived at Spithead. The failure of this expedition, which had been attended with a very great expence, produced violent dissatisfaction throughout the nation. A court-martial was summoned to investigate the conduct of Sir John Mordaunt, who, by its decision, was acquitted of blame.

The English cruizers were this year extremely active, and none more successful than the Tartar of 28 guns and 200 men, commanded by Captain John Lockhart. In

January he fell in with the Mont Ozier, a French privateer of 20 nine-pounders and 130 men, which, after a short action, he compelled to strike. While Captain Lockhart was preparing to take possession of his prize, she bore down and boarded the Tartar, whose crew, enraged at the treachery of the enemy, flew to their guns, renewed the action, and obliged the Frenchman to submit with the loss of fifty-eight men killed. In February, Captain Lockhart being indisposed, the Tartar cruized under the command of Mr. Baillie, the first lieutenant, who, after a severe action, took the Victoire privateer of 26 guns and 230 men. This vessel was taken into the service, and Mr. Baillie, as a reward for his gallantry, was appointed to command her. Captain Lockhart having resumed the command, took the following month the Maria privateer of 24 guns and 270 men. The Tartar soon afterwards fell in with the Duc D'Aiguillon of 26 guns and 300 men, which surrendered after an obstinate engagement of two hours, in which she had fifty men killed. The Tartar lost only four of her brave crew. When the French captain was brought on shore, he observed to his pilot, he hoped Captain Lockhart would give him a certificate of his behavior. "I will give you a certificate, replied the pilot, that you stood forty-two broadsides."

In May, the Tartar took the Penelope of 18 guns and 190 men, which, however, did not submit till she had lost fourteen of her crew. In October the Grammont of 18 guns of 150 men fell a prize to the indefatigable activity of Captain Lockhart; and being a fine ship, she was purchased by government. In November, after a long chace, and an engagement of three hours, he took the Melampe privateer of 36 guns and 320 men,

which, in the action, had twelve men killed and thirty-six wounded; the loss of the Tartar was only one killed and three wounded. During the chace he re-captured a prize taken by the privateer, called the Princess Amelia, bound to Halifax with provisions.

By this spirited and active conduct, Captain Lockhart rendered himself the dread of all the enemy's cruizers. Of this the following fact affords an extraordinary proof: The King George, a privateer of Bristol, having fallen in with a French ship of superior force during the night, and her commander, perceiving that, in the event of an action, all his exertions to save his ship would be ineffectual, boldly ran alongside, and hailing the enemy, commanded her to strike to the Tartar, Captain Lockhart. Intimidated by the very name, the enemy submitted without hesitation.

Captain Lockhart's exertions were considered so meritorious, that on his return to port, the magistrates of Plymouth voted him the freedom of their corporation in a gold box. The merchants of London equally sensible of the services he had rendered to their commerce, presented him with a beautiful piece of plate, with his arms, a representation of the Tartar and her seven prizes, and the following inscription:—"The gift of the two public companies, the underwriters and merchants of the city of London, to Captain John Lockhart, commander of the Tartar, for his signal service in supporting the trade, by distressing the French privateers in the year 1757."

On the 25th of July, the Southampton of 32 guns and 220 men, being on her way from Portsmouth to Plymouth, with money to pay the dock-yard, fell in, about eleven at night, with five French ships, two of which appeared to be of equal force with the Southampton. Captain

Gilchrist engaged one of the enemy upwards of an hour and a half; she several times attempted to board him, but met with such a warm reception, and sustained so much damage, that she made signals for the other to bear down to her assistance. He was now between two fires, one upon the bow, the other upon his quarter, and in this situation the engagement continued another hour; but Captain Gilchrist, bringing his whole broadside to bear on the first ship, and breeching his aftermost guns aft, and his fore-mast guns forward, gave her such a salute as silenced her entirely. Her consort then took her place, and began a smart engagement; but in a quarter of an hour dropped astern. By this time the Southampton was a perfect wreck, and totally unable to follow either of her antagonists, having received eight very dangerous shot between wind and water, and having ten men killed, fourteen mortally wounded, and many slightly.

Captain Gilchrist having refitted, was ordered to cruize off Brest, and at day-break on the 12th September, being about five leagues from the land, he discovered a sail in full chace of him. He immediately tacked and stood towards her, on which the stranger hauled up her courses and brought-to. A calm prevented the Southampton from coming up with her till two in the afternoon, at which time the two ships were within musket-shot. The enemy then began to fire on him, but the gallant English captain reserved his fire till he was within twenty yards of her. A furious engagement commenced, and the two ships soon fell on board each other. The enemy seized this opportunity to attempt to board the Southampton, but, in a quarter of an hour, they were repulsed with considerable loss. After a des-

perate action of thirty-five minutes she struck, and proved to be the Emeraude, a French frigate of 28 guns and 245 men, sixty of whom were either killed or wounded; among the former were her first and second captains, the lieutenant and most of the officers. On board the Southampton the second lieutenant and nineteen men were killed and twenty-eight wounded. In the number of the latter were all the officers excepting the captain, who proceeded to Falmouth with his prize, which was added to the navy.

On the 30th of April the Unicorn of 28 guns and 200 men, commanded by Captain Rawlings, discovered and gave chace to the Invincible, a privateer of St. Maloes, of 24 guns and 286 men. Captain Rawlings was unable to come up with the enemy till five in the morning, on the 2d of May, when a desperate encounter ensued, in which the English commander was killed. Mr. Clements, the first lieutenant, took the command, and continued the action with the greatest gallantry for an hour and a half, when the enemy struck, having between forty and fifty men killed and wounded. The Unicorn lost only three men besides the captain, and had five wounded. The prize had on board the captain, lieutenant, surgeon, and forty-five private men belonging to a Guernsey privateer which she had taken a few days before. Being informed by them that another privateer had been cruizing with the Invincible, Captain Clements, after landing his prisoners, sailed again on the 9th in quest of that vessel. He had the good fortune to fall in with her the next day, and after exchanging three broadsides she struck. She proved to be the Comtesse de Noailles of 14 guns and 143 men. On the 17th Lieutenant Clements arrived at Plymouth with his two prizes, and as a

reward for his gallant conduct, was promoted to the rank of post-captain.

Captain Matthew Moore who was afterwards appointed to the command of the Unicorn, being on a cruize, in the month of November, fell in with the Hermione, a French frigate of 28 guns, which struck after a smart action of five hours.

On the 30th of May, the Eagle and Medway of 60 guns each, being on a cruize off Ushant, in the night fell in with and gave chace to a French East India ship, called the Duc D'Aquitaine, pierced for 64 guns, but having only fifty mounted and 468 men, commanded by M. D'Esquilen. After a short, but very sharp contest she struck, having all her masts shot away, fifty men killed, and a great number wounded. The Eagle had ten men killed and thirty-two wounded; the Medway ten wounded. The Duc D'Aquitaine being a fine ship, and in good condition, was added to the navy.

On the 23d of November, the Hussar of 28 guns, Captain Elliot, and the Dolphin of 24, Captain Marlow, chaced a large French ship, which Captain Elliot came up with about eight at night. He immediately attacked her, but had not exchanged many broadsides when the Dolphin came up. The action was maintained by the enemy with great spirit till ten, when, having lost all her masts, she sunk with her colours flying. The boats of the English ships could not be hoisted out in time to save any of the crew; but she was supposed to be the Halcyon of 50 guns, with only her upper tier mounted.

On the 13th of May, Captain Hood, (now Lord Hood), in the Antelope of 50 guns, discovered three sail which hoisted French colors. He immediately bore down upon the largest, called the Aquilon, pierced for

56 guns, but mounting only 48, and having on board 450 men. He came up with her, and after a close engagement of near two hours, the French ship struck on the rocks, in the bay of Audierne, and lost her mizenmast. On this the gallant Captain Hood stood off for some time, to avoid sharing a similar fate, and having refitted the damage he had sustained, returned to complete the destruction of his antagonist. In this design he was however anticipated, the Aquilon having driven so far over a ridge of rocks, that she was irrecoverably lost, and at too great a distance for him to do her any farther injury. In the course of the two following days, Captain Hood took the two small vessels, which were in company with the Aquilon, when he first got sight of that ship, and was informed by the officers that in the action the Aquilon had thirty men killed and twenty-five wounded. The loss of the Antelope was three killed and thirteen wounded, and she sustained considerable damage in her masts, sails, and rigging. This was the first brilliant action performed by Captain Hood, after his promotion to the command of a ship, and which has been succeeded by a series of gallant exploits, that have conferred immortal glory both on his country and himself.

The Experiment, of 20 guns and 142 men, Captain Strachan, cruizing in the Mediterranean, off the coast of Spain, fell in with, and took, after a bloody engagement, the Telemaque, a French privateer, of much superior force. As no public notice was taken of this gallant action, we shall insert the letter, in which Captain Strachan gives an account of the particulars to Admiral Osborn, at that time commander in chief in the Mediterranean.

"On the 19th ult. about noon, we came up with and engaged the Telemachus, commanded by Captain Beaupet de Contrepont, mounting 20 guns, twelve and nine pounders, which ship by the quarter-bill had on board a crew of 460 men. The enemy clapped us on board on the starboard chess-tree, but could enter the men only from the forecastle; we killed most of those who boarded; but some were left wounded on our decks. Seeing the French were confused, and their officers not being able to rally them, we entered our men, who being brisker than theirs, they struck about three leagues from Fort Morero. (The people in the tops of the French ship, however, continued firing for some time afterwards, nor would they desist, till their captain, who was wounded, was brought upon deck, and commanded them to surrender.) As the wind at that time was N. E. and the enemy's ship on board of us, we were under the necessity of coming to an anchor near a Spanish fort, between Mount Carpi and Capo de Lanau. My lieutenant and master behaved so bravely on this occasion that I cannot omit making particular mention of it; and indeed my people in general behaved extremely well. We had fourteen men killed and forty wounded; the French 110 killed, the number of wounded not ascertained. The Experiment mounted 20 guns; fourteen 9-pounders, two 6, and four 4-pounders, and had on board when the action commenced a crew of 142 men."

A fleet was this summer equipped for an expedition against Louisburg. It consisted of thirteen ships of the line and a considerable number of transports, with troops; and sailed on the 16th of April from St. Helens, under the command of Vice-admiral Holburne. In con-

sequence of contrary winds and the delay occasioned by the passage of such a numerous fleet, it was the 9th of July before this armament arrived at Halifax, in Nova Scotia, where it was to be joined by the squadron already on that station, commanded by Sir Charles Hardy. Notwithstanding the lateness of the season, the admiral and Lord Loudon, the commander in chief of the land-forces, began to prepare for the attack of Louisburg. Having refitted the ships, the troops were embarked with all possible expedition; but on the 4th of August, when the armament was just ready to sail, intelligence arrived from Captain Edwards, governor of Newfoundland, that he had taken an advice-boat, with dispatches, from which he learned that the force of the enemy at Louisburg, consisted of eighteen sail of the line, five frigates, and 7000 troops. A council of war was immediately called, in which it was resolved to defer the attack of Louisburg, in consequence of the lateness of the season, and superiority of the enemy's force. The troops were immediately disembarked; but the admiral, having soon afterwards received a reinforcement of four sail of the line, under Captain Geary, put to sea, and continued cruizing before Louisburg, in the hope of intercepting the French fleet, should it venture out of that harbor. On the evening of the 24th of September, the squadron was about twenty leagues to the southward of its station, the wind began to blow hard from the east, and in the night encreased to a perfect hurricane, which continued till eleven o'clock the next day, when the wind shifted to the north, and thus saved the whole fleet from inevitable destruction, the ships being then close in with the rocks, off the island of Cape Breton. The Tilbury was driven on shore near

Louisburg, and Captain Barnsley, with many of his officers, and most of the crew, perished. The remainder fell into the hands of the enemy. The Grafton likewise struck, but was so fortunate as to get off again. Most of the other ships of the squadron were dismasted, and some were obliged to throw overboard part of their guns. Having collected his shattered vessels, the admiral proceeded to Halifax, and soon afterwards sailed for England in the Newark, in company with the Lightning fire-ship. During the passage the latter was engaged in an action, which on account of the intrepidity displayed by her crew, ought not to pass unnoticed. It is given in the words of the narrator.

"We left Halifax on the 14th of November, in company of the admiral only, with whom we parted in a violent gale of wind. On the 3d of December we fell in with a French privateer, of 16 guns, full of men; we now gave ourselves up for lost, as we had only six 4-pounders, and forty-four men; but our captain though a young commander, being appointed only the day before we left Halifax, gallantly ordered the hatches to be nailed down, and told us he was determined not to part with his ship, but to fight her as long as she could swim. The privateer soon afterwards began to fire her small arms, which did us little damage, as the side on which they made their attack was barricaded, and all our guns brought to bear. She then ran up a-breast, and fired her broadside, which was returned as fast as possible. She perceived our weak side, altered her tack, and endeavored to board us; but we made a push and got the other side of her again, giving her all our guns as we ran under her stern. He was endeavoring a second time to

play the same game, and as he was coming down with a great sea, right before the wind, we ran right athwart him, and received him on our broadside. The shock was very great, and damaged our rigging, but carried away their bowsprit and foremast, and the enemy was in such consternation that he never fired a musket till he was clear of us. We bade him adieu, and thought ourselves well off. Our lieutenant was killed by a musket-ball; the boatswain received a shot through his jaw, and another in his hip; he would not suffer the surgeon to dress the lower wound, damned him for being so long about his jaw, and was on deck again and as brisk as if nothing had happened. The Frenchman must have lost a great number of men, as the tops were full, and we saw several in the water when her mast went away; he also received great damage by several guns which were fired down into his bows while he was aboard us."

In the West Indies Rear-admiral Cotes detached Captain Forrest with three ships, to cruize off Cape François, to endeavor to intercept a French convoy, ready to sail from that port for Europe. The vessels under the command of Captain Forrest were:—

Ships.	Guns.	Commanders.
Augusta	60	Capt. Arthur Forrest.
Edinburgh	64	William Langdon.
Dreadnought	60	M. Suckling.
	184	

On the 21st of October the French Commodore, M. de Kersaint put to sea, with a view to drive Captain Forrest from his station. His squadron consisted of the

following ships, which had on board a considerable number of soldiers.

Ships.	Guns.	Men.	Commanders.
L'Intrepide	74	900	M. de Kersaint.
Le Sceptre	74	800	M. de Cleveau.
L'Opiniatre	64	680	M. de Molian.
Greenwich	50	500	M. de Foucault.
L'Outarde	44	400	
Le Sauvage	32	300	
La Licorne	32	300	
Total	370	3880	

This superiority was far from intimidating the English commander. He immediately called a council of war, in which the question was not: how much is the enemy's force superior, or how unequal the combat; the gallant Forrest addressed his colleagues with these words: "Gentlemen, you see the force of the enemy; is it your resolution to fight them or not?" to which they both resolutely answered: "It is," and the council broke up, having lasted about half a minute. In pursuance of this determination they all bore down, and about twenty minutes after three in the afternoon the action began, and was continued with unremitted fury two hours and a half, when the French commodore was so much disabled, that he made the signal for one of the frigates to tow him out of the line, and the rest of the enemy's ships were thrown into confusion. The Dreadnought getting on the lee of the Intrepide, kept her helm hard on starboard to rake her, or if she proceeded, to fall on board in the most advantageous situation; but she chose to bear up, and continued to do so during the

action till she was disabled. By that bearing about on her own ships, those astern were thrown into disorder, from which they never recovered; and when the Intrepide dropped, and was relieved by the Opiniatre, the Greenwich (a ship lately taken by the enemy) fell on board her in the confusion, while the Sceptre pressing forward, all the four were most furiously cannonaded by the Edinburgh and Augusta, and particularly the Intrepide, which lay dismantled in a very shattered condition. The French commodore was by this time enabled to appreciate the character of his antagonists, and with more prudence than bravery, bore away with his crippled squadron for Cape François, which some of his ships reached with much difficulty; the Opiniatre being completely dismasted, and the Greenwich extremely leaky. The English ships had sustained so much injury in their masts, sails, and rigging, that they were in no condition to pursue the flying enemy, which proved a most mortifying circumstance to their gallant crews. The loss of the French on this occasion amounted to between five and six hundred killed and wounded. The Augusta had her first lieutenant and eight men killed and twenty-nine wounded; on board the Dreadnought nine were killed and thirty wounded; and in the Edinburgh five were killed and twenty-nine wounded. The English ships were so much damaged, that Captain Forrest was obliged to proceed to Jamaica.

Not long afterwards Captain Forrest had another opportunity of displaying his abilities as a naval officer; and, if he acquired nothing but glory on the former occasion, he, however, this time obtained not only honor, but advantage. Admiral Cotes being informed by the crews of two privateers which he had taken, that a rich

convoy was preparing at Port au Prince, to sail for Europe, ordered Captain Forrest to proceed off the island of Gonave, and to endeavor to intercept them. On the 23d of December he discovered two sloops between Gonave and St. Domingo, and, lest they should take him for a cruizer, he hoisted Dutch colors. At five the same evening he discovered seven more sail steering to the westward. To avoid suspicion, Captain Forrest disguised the Auguste, and hauled from them till dark, when he made sail and followed them. Coming up with one of the vessels about ten o'clock, he ordered her captain to strike, threatening, that if he gave the least alarm he would instantly sink him. The requisition of the English commander was instantly complied with. Putting his first lieutenant and thirty-five men on board the prize, he directed them to proceed off Petit Gonave, to prevent any of the enemy from escaping into that port. At day-break the Auguste was in the midst of the convoy, the whole of which, after firing a few guns, soon struck to Captain Forrest. It consisted of the following ships:

Ships.	Guns.	Men.	Tons.
Le Mars	22	108	500
Le Theodore	18	70	550
La Marguerite	12	44	350
La Solide	12	44	350
Le St. Pierre	14	40	300
Le Maurice	12	36	300
La Flore	12	35	300
La Brillante	10	20	200
La Mannet (brig)	12		120
Total	112	409	2970

This action, it has been very justly observed, is so extraordinary, that one is amazed to consider how it was possible for one ship, without the least assistance, to take so many, and that within three miles of an enemy's port.—Captain Forrest having secured his prizes, steered for Jamaica, and that active and indefatigable officer was never off deck, and scarcely closed his eyes during the five days of his passage to Port Royal, having 400 prisoners on board, and not more than 200 men and boys to guard them, and at the same time to navigate his ships. He, however, arrived without accident at Jamaica, where his prizes, which proved extremely valuable, were sold.

In the East Indies, Admiral Watson having taken all the forts below Calcutta, proceeded up the Ganges with part of his squadron to attack that fortress. On the 2d of January the ships arrived off the place, and began such a vigorous cannonade, that at the end of two hours the enemy's batteries were completely silenced. A body of seamen and soldiers was immediately landed, and took possession of the batteries. In this attack the ships suffered very little. Of the soldiers and seamen twelve were killed and thirty-one wounded. The next object of attack was the rich town of Hughly, belonging to the nabob, and situated about thirty miles above Calcutta. The force dispatched on this service consisted of the Bridgewater of 20 guns, the Kingfisher, a sloop of 14, and all the boats of the squadron manned and armed, assisted by 200 European troops and 280 seapoys, commanded by Major Kilpatrick. On the 5th of January this little detachment left Calcutta, under the command of Captain Smith of the Bridgewater, and on the 9th arrived before the place. The troops were im-

mediately landed, and the ships began a violent cannonade, which was continued till midnight, when a breach being made, the sailors were landed to join the troops in storming the fort. The tars, according to custom, were the foremost in the attack, and assisted the soldiers, who possessed less agility, in scaling the fortifications. At the same time a false attack was made on the side opposite to the breach. This drew the Moors to that side, and gave the English an opportunity of getting into the fort, when the former finding their mistake, opened the gates and fled with the utmost precipitation. Having thus become masters of the fort, it was demolished by the English, who likewise burned some of the best houses in the town, and then proceeded five miles higher up the river, where they found granaries and magazines full of stores for the use of the nabob's army. Here the ships again came to an anchor, and cannonaded the place about four hours, when the seamen and soldiers being landed, destroyed the whole, together with the town, in sight of the forces of the nabob, who neither attempted to make any opposition nor to extinguish the flames. The loss of the English in these two attacks amounted to about fifty killed and wounded. Having performed the object on which they were sent, the ships rejoined the admiral.

The nabob, enraged at the successes of the English, assembled a large army of 15,000 foot and 10,000 horse, and on the 2d of February passed in sight of the British camp near Calcutta, and established himself in an advantageous position. The admiral immediately detached about 600 seamen from the squadron, and sent them under the command of Captain Warwick, to join Colonel Clive and his little army. On receiving this reinforcement, the colonel advanced and attacked the nabob

with such impetuosity, that his troops were dislodged from their encampment, and retreated with the loss of 1000 men killed, wounded, and taken prisoners. A great number of horses and bullocks, and likewise some elephants fell into the hands of the conquerors. In this action about twelve seamen and thirty of the troops were killed, and about fifteen seamen and fifty soldiers wounded. The only naval officer who fell on this occasion was Lieutenant Lutwidge of the Salisbury. The success of the English in this spirited attack so discouraged the nabob, that he soon afterwards concluded a treaty highly honourable to the nation, and advantageous to the interests of the East India Company.

Having thus accommodated matters with the nabob, and received certain intelligence of the war with France, Admiral Watson resolved to attack the settlement of Chandernagore, belonging to that power. Colonel Clive had been joined by 300 Bombay troops, and in consequence of this reinforcement, had under him an army of 2300 men, of whom 700 were Europeans. With these he marched to Chandernagore, and on the 15th of March the admiral sailed for the same place with the Kent, Tiger, and Salisbury; the Bridgewater and Kingfisher having been ordered up the river some days before, to cover the boats attending the camp. On the 18th the ships came to an anchor about two miles below Chandernagore, and it was discovered that the French had endeavored to obstruct their passage by sinking several vessels in the channel, and mooring two booms with chains across the river. The booms, however, were soon cut adrift, and the enemy having left the masts of the ships standing, the boats of the squadron sent to sound, without difficulty discovered a passage *through*

which large ships might proceed with safety. While preparations were making for the attack, Mr. Watson was joined by Rear-admiral Pocock, who had arrived in Balasore road in the Cumberland; but fearing that his ship would not get up the river in time to have a share in the action, he proceeded in his barge, and on the 21st hoisted his flag on board the Tiger. Early on the morning of the 24th the ships got under weigh, and as they advanced, the enemy opened a heavy fire on them from their batteries. At half past six the Tiger brought up in her station; but the ebb-tide, which now began to make strongly down the river, obliged the Kent to anchor in the station allotted to the Salisbury, to the mortification of Captain Martin and his gallant crew, who were thus prevented from sharing in the honors of the day. After a brisk cannonade of three hours, the enemy desired to capitulate, and the articles being agreed upon and signed, the admiral sent on shore Captain Latham of the Tiger, to receive the keys and take possession of the fort. The garrison was composed of 500 Europeans and 700 blacks; and the place was defended by 183 pieces of cannon and three small mortars. Besides the vessels sunk below the town to stop up the channel, the enemy ran on shore and destroyed five large ships above the fort, and four sloops and a snow fell into the hands of the English. In this attack the enemy had forty men killed and seventy wounded. The loss on board the ships was considerable; the Kent had nineteen men killed and forty-nine wounded, and the Tiger thirteen killed and fifty wounded. Among the killed was Mr. Perreau, the first lieutenant of the Kent, and the master of the Tiger. Among the wounded were Admiral Pocock slightly hurt, Captain Speke and

his son, by the same cannon ball, and Mr. Rawlins Hey, third lieutenant of the Kent; the two latter mortally. The ships sustained great damage in their hulls, masts, and rigging; the Kent had six guns dismounted, and 138 shot in her hull.

This was the last service in which Admiral Watson was engaged. The health of that brave and active officer had been for some time declining, and on the 15th of August he fell a victim to the unhealthiness of the climate, to the unfeigned regret of all, particularly of his crews, by whom he was beloved and revered. His majesty to testify his sense of the gallant admiral's merits, created his son a baronet; and the East India Company in demonstration of their gratitude for his services, erected a beautiful monument to his memory in Westminster Abbey.

The command of the squadron now devolved on Rear-admiral Pocock; but nothing material occurred in this quarter during the remainder of the year.

The gallant conduct of three captains of East Indiamen should not pass unnoticed. These were Captain Wilson, of the Suffolk; Captain Walpole, of the Houghton; and Captain Hutchinson, of the Godolphin. On the 9th of March, being about eight degrees to the eastward of the Cape of Good Hope, they were attacked by a French ship of the line and a frigate, but after a smart firing obliged them to sheer off. The following are the particulars of this encounter, as related by an officer on board the Godolphin:

"March the 9th, at three P. M. we saw two sail from the mast-head, bearing west by north, and at eight spoke with Captain Wilson, who proposed steering north till twelve, to avoid the strange ships. The moon

rising we perceived the ships, and imagined they were steering to the eastward, but soon finding they were in chace of us, made ready every thing for defence, and to give them a warm reception. We found them come up with us fast, keeping to windward. Between four and five, A. M. we piped all hands to splice the main brace, and the ship's company were made acquainted with the gratuity of 2000l. offered by the honorable court of directors, if they behaved well and cleared the ship from the enemy. With one voice, and three cheers —"Nail the colors to the staff!"—was the word. At day-break the enemy being almost within gun-shot of us, on our weather-quarter, we plainly perceived them to be French ships of war; one of 60 guns, the other above 80. The Suffolk, Captain Wilson, hoisted a broad pendant, made a signal for the line of battle a-head and to leeward, with the larboard tacks on board, which was formed accordingly. The enemy shewed us no colors, but kept backing and filling, and edging down as if they intended to attack us every moment. We furled our sails and hauled up our courses, ready to receive them. They then tacked and stood from us, and we made sail. At eight A. M. they wore and stood after us. The signal being made, we formed the line a-breast; the 60-gun ship then hoisted her colors, and fired one gun to leeward; the Suffolk fired two guns with shot, and made the signal for the line a-head to lead with the larboard tacks on board. The engagement began, but at so great a distance that the enemy's shot fell short. Both the French ships bore down on the Godolphin's weather-quarter, and then she began to engage; her third shot from the starboard-quarter cut the 60-gun ship's main-top-sail tye in two. As the enemy bore

down, the Godolphin was obliged to break the line, to prevent her being raked from aft forward. She wore keeping a-breast the large ship, the small one being on her weather-bow, and engaged very warmly for near three glasses, and we think with some advantage over the enemy, for they made sail and hauled the wind, and we made sail after them. The Suffolk led and formed the line a-head, with her larboard tacks on board, and all ready for a second attack. They went from us fast, and when out of gun-shot they tacked and stood to the eastward; as they passed they made a constant fire, without shortening sail, and went off. We had our top-gallant-yard shot away, and received many shot in our sails and rigging, a shot through the round-house, one under the counter, many in our sides, so that we were obliged to lie by and careen, and at St. Helena several 24 and 12-pound shots were taken out of the ship's sides. One of our midshipmen had his leg carried away above the knee; the shot went aft by the wheel and passed between my legs; two other men were wounded, and at one time the shot flew about like hail. The Suffolk and Houghton received little damage. Captain Hutchinson behaved with great coolness and bravery, and we expended 310 shot, and thirteen barrels of powder."

On the 1st of January, 1758, the Adventure armed ship, of 18 six-pounders, commanded by Captain John Bray, was lying at anchor in Dungeness road, when a large snow was discovered reaching in for the Ness; when she had approached pretty near, Captain Bray ordered his cable to be cut, bore down upon her, and brought her to action. To prevent the enemy from raking the Adventure, Captain Bray laid her athwart hawse, her bowsprit coming in between his main and

mizen-masts. The end of the mizen-top-sail sheet was immediately passed through his bob-stay and made fast; but fearing lest they should get clear of him, the Captain himself, with the assistance of the pilot, got a hawser, and passed it three times round the Frenchman's bowsprit and the capstan on the quarter-deck of the Adventure. In this situation the event of the action depended almost entirely on the small arms, with which a brisk engagement of an hour ensued, when the enemy struck their colors; on boarding her they began to fire again, but were soon silenced. The vessel proved to be the Machault privateer, of Dunkirk, carrying 14 nine-pounders, and a crew of 182 men, forty of whom were killed and wounded. The loss of the Adventure was only one man killed and two wounded. As a reward for the gallantry displayed by Captain Bray in this action, he was promoted a few days afterwards to the Amelia, of 80 guns, which bore the pendant of Commodore Durell.

On the 8th of January, Captain Elliot, in the Hussar, of 28 guns, and 200 men, cruizing to the westward of the Lizard, discovered a French privateer at day-break, within about two or three gun-shot. He immediately gave chace, but it was three in the afternoon before he could come up with the enemy, who then brought to. A smart engagement ensued, and was maintained with the greatest obstinacy for two hours by the French commander. At length he was compelled to strike, his ship being dismasted, having eight feet water in her hold, five of her guns dismounted, fifty-two men killed, and thirty-seven wounded. The Hussar had 6 men killed, and fifteen wounded. The prize proved to be the Vengeance, of St. Malo, pierced for 32 guns, but mounting only 24 twelve and nine-pounders, twenty

swivels, and manned with a crew of 319 men. The Vengeance being a fine ship was taken into the service by the same name.

In March, Commodore Holmes was sent with two small vessels, the Seahorse and Strombolo, to dislodge the French and Austrians, from the town of Embden, belonging to the King of Prussia, which they had seized. The commodore effectually performed this service; compelling the enemy, to the number of 3720, to evacuate the place. Part of their baggage, cannon, and stores, which they were conveying up the river, were taken by the boats of the English vessels.

On the 11th of March, Sir Edward Hawke sailed from Spithead with seven ships of the line and three frigates, for the purpose of attacking a large French convoy, collected in Basque road, and intended to carry out stores, ammunition, and 3000 troops, to reinforce the garrisons in America. These were to be escorted by a squadron of men of war, which lay at the Isle of Aix. Early on the morning of the 4th of April, the British admiral arrived off Basque road: and at daybreak discovered a numerous convoy a few leagues to windward, but the wind baffling, the convoy, with three frigates, by which it was escorted, escaped into the harbor of St Martin's, in the Isle of Rhe, excepting one brig which was run on shore and destroyed by the Hussar. At four in the afternoon the enemy were discovered lying off the Isle of Aix. Their force consisted of the Florissant, of 74 guns, the Sphynx, Hardi, and Dragon, of 64 guns each, the Warwick of 60, six or seven frigates, and about forty merchantmen, fitted out as transports. The admiral immediately made the signal for a general chace, on which the enemy cut, and

slipped their cables endeavoring to escape, but in the utmost confusion. About six the British squadron had advanced within a gun-shot and a half of the French commodore, when he likewise made off, though by this time many of his ships were fast in the mud. Sir Edward knowing there was not a sufficient depth of water to follow them, came to an anchor for the night abreast of the isle of Aix. The following morning all the enemy's ships were discovered aground and almost dry, many of them being on their broadsides at the distance of five or six miles. The admiral ordering the best pilots to go on board the Intrepid of 64, and the Medway of 60 guns, sent those ships a gun-shot farther up, where they anchored; at high water they sounded ahead, but finding only five fathoms, three of which the tide rises, it was judged unsafe to venture any higher. The boats and launches from Rochfort were meanwhile employed in carrying out warps to drag the ships through the soft mud as soon as they should be water-borne, while their crews were busily employed in throwing overboard their guns, stores, and ballast, and even heaving water out of the ports to lighten the vessels. In the course of the day some of the men of war got as far up as the mouth of the Charente; the merchant ships being aground towards Isle Madame, at too great a distance to be annoyed by the English squadron; the boats of which, however, cut away about eighty buoys placed on their anchors, and other things which they had thrown overboard.

On the morning of the 5th, Admiral Hawke sent Captain Ewen of the marines with 140 men, to destroy the new fortifications erecting in the isle of Aix. This service he effectually performed without giving the smallest

disturbance to the peaceable inhabitants. The admiral finding that the enemy's ships had got so far up the river Charente as to preclude the possibility of an attack, sailed on the 6th for England, having at least frustrated the enemy's design of sending succors to their American colonies. This disappointment undoubtedly contributed to the subsequent successes of the British arms in that quarter.

On the 7th, the Essex of 64 guns, with the Pluto and Proserpine fire-ships, which had been ordered to join Sir Edward Hawke, fell in with twelve sail of French merchantmen, escorted by a frigate of 22 guns, bound to Quebec. The frigate called the Galathée, another vessel of 20 guns, and one of the merchant ships, were taken; but Captain Hume of the Pluto was killed in the action. Two of the merchantmen were afterwards taken by the Antelope and Speedwell sloop.

On the 20th of May, the squadron cruizing in the mouth of the channel, under the command of Commodore Pratten, discovered a strange sail, on which the commodore made a signal for the Dorsetshire of 70 guns and 520 men, Captain Peter Denis, to give chace. Soon afterwards, observing that the chace was a large ship, he dispatched after her the Achilles of 60 guns, and followed himself with the rest of the squadron. About seven in the evening the Dorsetshire came up with the enemy, and began to engage her very closely. The action continued till nine, when she struck. She proved to be the Raisonable of 64 guns and 630 men, of whom sixty-one were killed and 100 wounded. She was commanded by the Prince de Mombazon, was a new ship, only a few months off the stocks, and was on the way from L'Orient to Brest. The Dorsetshire sustained

considerable injury in her masts, yards and sails, and had fifteen men killed and twenty-one wounded.

A strong fleet having been equipped for the purpose of blocking up the port of Brest, sailed from Spithead on the 1st of June, under the command of Lord Anson. This fleet was accompanied by a squadron of ships of war, and above 100 transports with troops and artillery, intended for a descent on the coast of France. The latter, commanded by Commodore Howe, soon separated from Lord Anson, and on the morning of the 5th arrived in Cancale Bay. The troops under the Duke of Marlborough were landed the next day, and marched towards St. Malo. His grace observing, that the villages of St. Servand and Solidore, which were in fact the suburbs of the town, together with the storehouses and ships in the bason, were completely unprotected, resolved to attempt their destruction. Accordingly, when it was dark, a detachment of the army was ordered on this service, which was performed with such spirit, that by midnight the ships were in flames; and the fire communicating to the magazines, filled with naval stores, the conflagration soon became general. One privateer of 36 guns, which was afloat, escaped. The loss sustained by the enemy on this occasion was computed at 800,000l. sterling. Thirteen ships of war, from 50 down to 12 guns, were destroyed, together with six sloops and sixty-seven merchantmen.

On reconnoitring the town of St. Malo, it was found to be so strongly defended, that the general officers and engineers thought it imprudent to hazard an attack, on which the Duke of Marlborough returned with his troops to the Bay of Cancale, where they were re-embarked. Being twice prevented, by tempestuous weather, from

making a descent at Havre and Cherburg, the commodore, on the 28th of June, returned with his squadron to Spithead.

Having refitted his ships, Commodore Howe sailed on the 1st of August, on a second expedition to the coast of France. His Royal Highness Prince Edward, brother to his present majesty, embarked as a midshipman on board the commodore's ship, the Essex of 64 guns.

On this occasion the following anecdote is related: When his royal highness first went on board, the captains of the squadron attended to pay their respects. A sailor standing with some others in the forecastle, and attentively observing what passed, whispered to a messmate:—"Why, the young gentleman an't over civil I thinks; d'ye see how he keeps his hat on before our captains."—"You lubberly fool," replied the other, "how should he know manners, seeing as how he never was at sea before?"

On the 6th the squadron arrived off Cherburg, but the enemy having, for the defence of the harbour, erected several batteries, which greatly annoyed the ships, the squadron retired to Marais Bay, about two leagues to the westward, where the troops were landed on the 8th. They immediately marched to Cherburg, which being deserted by the enemy, they took possession of the place without opposition. The engineers received orders to destroy the bason, magazines, and batteries, and to demolish the piers at the entrance of the harbor. One hundred and sixty-three iron cannon and three mortars were rendered unserviceable, and twenty-seven ships were either burned or sunk across the entrance of the port. Twenty-two brass cannon and two brass mortars, with the colors, were put on board two of the

enemy's ships and conveyed to England. Having completed the demolition of Cherburg, the army re-embarked, only twenty men having been killed and thirty wounded on this service. The fleet sailed on the 17th, and two days afterwards anchored in the road of Weymouth.

On the 31st of August the fleet again sailed for the French coast, and on the 3d of September came to an anchor in the bay of St. Lunaire, two leagues to the westward of St. Malo. The troops under the command of General Bligh were immediately landed, and a detachment of 500 men was sent to destroy the shipping in the harbor of Briac, where they burned fifteen small vessels and destroyed the batteries. It was, however, resolved to abandon the principal object of the descent, as St. Malo was found to be too strongly fortified to afford any hope of success from an attack. Preparations were therefore made for re-embarking the troops, but as this was found to be impracticable in the place where they landed, it was determined to march over-land to the bay of St. Cas, the nearest place suitable to that purpose. The French having, meanwhile, collected a powerful army, harassed the British troops on their march, and greatly impeded their embarkation by taking possession of the village of St. Cas. Though the number of the enemy amounted to 17,000, they durst not venture to make a general attack on the British troops, till only 1400 were left on the beach waiting the return of the boats. The French availed themselves of the interval, and poured down from the heights to cut them off. This little body defended themselves with the greatest bravery for some time, when, being overpowered by numbers, they were dispersed and fled. A dread-

ful carnage ensued; the French at first refusing to give quarter. Some endeavored to swim off to the boats, in which the fire from the enemy's batteries likewise did terrible execution. In some of the boats ten, in others twelve, and in one sixteen seamen and a lieutenant out of twenty were killed. This slaughter for a moment intimidated the sailors, which being perceived by Commodore Howe, who was sensible that nothing but extraordinary exertions could save the wretched remnant of the troops, he went in his own barge into the thickest of the enemy's fire, and standing up, encouraged his men by his voice and example. The sailors, animated by the heroism of their commander to brave the dangers by which they were surrounded, afforded every assistance that was in their power; and thus the lives of many brave men were preserved. The loss sustained on this occasion amounted to 822 men, composing the flower of the British army. Many officers of distinction were killed and taken prisoners; among the former were General Drury, Colonels Griffin and Wilkinson, and Sir John Armitage. The naval captains, Rowley, Maplesden, Paston, and Elphinstone, who superintended the embarkation under Captain Duff, and resolutely put themselves at the head of the grenadiers whom they rallied, were made prisoners. The squadron having taken on board those who were so fortunate as to escape, the commodore, a few days afterwards set sail and returned to England.

On the 31st of October, Captain Saumarez in the Antelope of 50 guns, stationed as a cruizer in the Bristol Channel, received intelligence that a French ship of war was lying in the road of Lundy. It is said that Captain Saumarez was just then partaking of the plea-

sures of a convivial party, which he quitted in high spirits on the arrival of this information, declaring that he would take the enemy before the ensuing night. He immediately got under way, and went in quest of her, and though the wind was contrary, he beat down the channel, and the next day discovered the Frenchman at anchor below Ilfracombe. On discovering the Antelope the enemy weighed and stood towards her; and when the two ships were near each other she hoisted her colors, and seemed prepared to engage, but soon afterwards hauled them down again. When the Antelope had got within gun-shot, she fired at the French ship, which not being returned by the latter, Captain Sau narez sent a boat with his first lieutenant, to enquire if they had surrendered. Finding that the boat did not return, he bore down under the enemy's stern, and asked whether she had struck. Being answered that she had, he took possession of his prize, which proved to be the Belliqueux of 64 guns and 417 men. She was one of the squadron from Quebec, and had on board furs to a considerable amount. The Belliqueux was added to the navy, and Captain Saumarez was appointed to command her.

ENGAGEMENT OFF CAPE DE GATT.

In the Mediterranean, Admiral Osborn, who commanded the fleet on that station, for some time blocked up a French squadron under M. de la Clue, in Carthagena. At day-break, on the 28th of February, as he was cruizing off Cape de Gatt, four French men of war were discovered. These were:

Ships.	Guns.	Men.	Commanders.
Le Foudroyant	84	800	M. du Quesne, chef d'escadre.
L'Orphée	64	502	M. D'Herville.
L'Oriflamme	50	400	
La Pleiade	26	250	

These ships had sailed from Toulon on the 14th for the purpose of reinforcing the squadron at Carthagena, off which port they arrived on the 26th. Here M. du Quesne was desired by M. de la Clue to keep the sea, as he intended to join him the next day, in order to force his passage through the streights of Gibraltar; but not being ready as soon as he expected, he sent the next day one of his lieutenants to order the ships into the harbor. M. du Quesne accordingly stretched off that night, with the intention of keeping to the windward of his port, that he might the more conveniently run in the next morning; and in this situation he was discovered by the English squadron. Admiral Osborn immediately made the signal for a general chace. Finding themselves pursued, the enemy immediately dispersed, on which the admiral detached four of his ships in pursuit of them, while he himself with the body of the fleet repaired to his station off Carthagena.

The Monmouth of 64 guns was one of the vessels sent in pursuit of the French squadron. She was commanded by Captain Gardiner, who was captain of Admiral Byng's ship, the Ramillies, in his engagement with Galissoniere, and the Foudroyant was the same ship that carried the French admiral's flag on that memorable day. In consequence of the unfortunate issue of that action, some reflections are said to have been cast on the

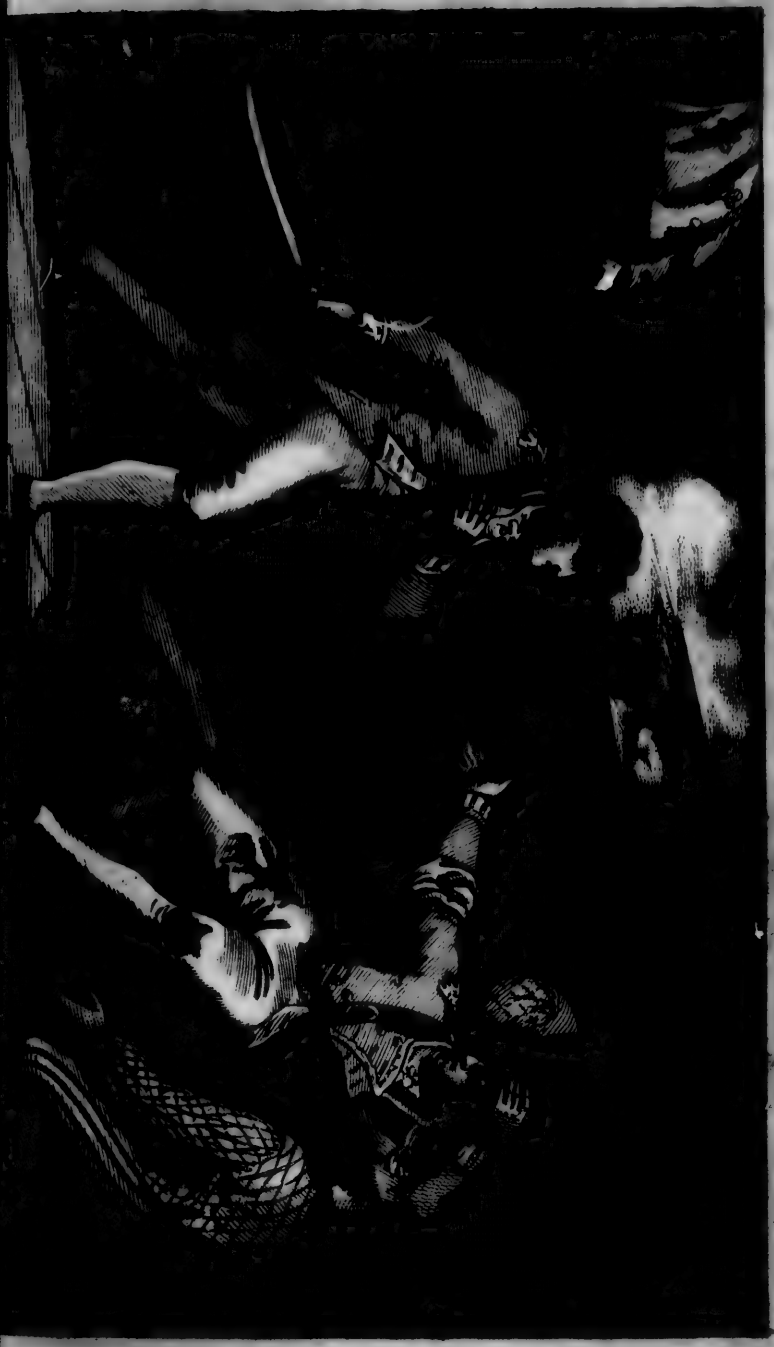
conduct of Captain Gardiner. Wounded in the tenderest part, that brave man ardently desired an opportunity of proving the injustice which was done him; and after his appointment to the Monmouth, was heard to declare, that if ever he were so fortunate as to fall in with the Foudroyant, he was determined to attack her, though he should perish in the attempt. During the chace, addressing a land officer who was on board, he said: "Whatever becomes of you and me, that ship (pointing to the Foudroyant) must go into Gibraltar." Haranguing his people just before the commencement of the action, in the simple but energetic language of naval heroism, he said: "That ship *must* be taken; she appears above our match, but Englishmen are not to mind that, nor will I quit her while my ship can swim, or I have a soul left alive."

With this determination it was particularly gratifying to Captain Gardiner, that his ship was one of the number that were dispatched in pursuit of the French squadron. The Monmouth, being an excellent sailer, far outstripped the other vessels, and by four P. M. had approached so near the Foudroyant, that M. du Quesne began to fire at her with his stern-chase. Captain Gardiner continued to bear down upon his old antagonist, and brought her to action; but at the beginning of the engagement was shot through the arm with a musket-ball. This wound, however, was not sufficient to prevent him from continuing to animate his men by his exhortations and example. In a short time the rigging of the Foudroyant being much disabled, Captain Gardiner seized the opportunity which that circumstance afforded him, and ordered his ship to be laid on the enemy's quarter. In this situation the engagement continued

with unabated fury for two hours, during which the Monmouth's mizen-mast went by the board. The enemy, perceiving this, gave three cheers; but in a few minutes the mizen-mast of the Foudroyant being likewise shot away, the compliment was returned by the crew of the Monmouth. This disaster was soon followed by the loss of the enemy's main-mast, which giving the English seamen fresh spirits, their fire became so incessant and intolerable that the French officers were unable to keep the people to their guns. It was now nine o'clock; Captain Gardiner, notwithstanding his wound, continued to direct the operations of his crew, when he received a second ball in his forehead while encouraging his men to fight with vigor. He immediately sent for the first lieutenant, on whom the command of the Monmouth consequently devolved, and solemnly conjured him as his last request not to give up his ship or quit the enemy. After this he fell into a state of insensibility, in which he expired the following day.

Animated with the spirit of his intrepid commander, Lieutenant Carkett continued the action with invincible resolution till half past twelve, when the enemy was a complete wreck, her decks a horrible scene of carnage, and her fire almost silenced. The Swiftsure and Hampton-court now coming up, the Foudroyant struck her colors, but M. du Quesne refused to deliver up his sword to any but the officer whose bravery deserved it.

Meanwhile the Revenge of 64 guns, Captain Storr, pursued another of the enemy's ships, and about six having come up with her, a very warm engagement took place at the distance of forty yards. It was not of long duration, for the Revenge maintained such a close and well-directed fire, that in about half an hour the French



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seamen deserted their quarters, nor could all the rhetoric or menaces of their officers induce them to return. "Many of them," says an officer of the Revenge, "have since told me that fighting so close was unfair, and downright murder; however, it is the only way to engage them." The French commander perceiving the dejection of his crew, and that farther resistance against such a resolute antagonist was vain, surrendered. The Berwick of 64 guns, coming up towards the close of the action, gave the enemy a broadside. It was, however, asserted by the topmen of the Revenge, and confirmed by the French themselves, that they called for quarter some time before the Berwick fired. Their tack and downhaul being shot away, they could not haul down their colors, but were obliged to cut away their ensign-staff, which caused a longer delay than must have been agreeable to them in that situation. The prize proved to be L'Orphée of 64 guns.

The Oriflamme being chaced by the Monarque and Montague, the crew threw their guns overboard, and to avoid being taken, ran the ship on shore under the castle of Aiglos, and made their escape. The ship bulged and was rendered incapable of service, and nothing but respect for the neutrality of Spain prevented the English captains from completing her destruction. The Pleiade escaped by her superior sailing.

The capture of the Foudroyant was almost as gallant an action as any on record in the naval history of Britain, considering the inferiority of the Monmouth, and the obstinate defence made by her antagonist. On this occasion an officer of the Revenge observes in a private letter: "The first account of the Monmouth's taking the Foudroyant will scarcely find credit at home, consider-

ing the noise she has made, and the vast disproportion between them; but there is no arguing against matter of fact, which greatly redounds to the honor of our country and the British flag." The Foudroyant mounted 80 guns, and was manned by a chosen crew of 911 men: her lower battery consisted of 30 French 42-pounders; on her upper deck she carried 32 24-pounders, and on her quarter-deck and forecastle 18 12-pounders. The Monmouth, on the other hand, carried only 12 and 24-pounders, with a complement of 470 men; and there was as much difference between the two vessels in size and appearance as between a frigate and a ship of the line. In a word, the Foudroyant was esteemed the finest ship in the French navy; and the captain of a privateer, taken a few days before by the Monmouth, is said to have boasted, that she was capable of resisting any force by which she might be attacked; or according to his expression, she would fight to-day, to-morrow, and next day, but never could be taken. In the encounter 100 of her crew were killed, and about the same number wounded. The Monmouth had twenty-eight men killed and seventy-nine wounded. The Revenge had twenty-two men killed and above 100 wounded. Among the latter was Captain Storr, who had the calf of his leg shot away, and the first lieutenant Mr. Montford. On board her prize, the Orphée, thirty-two were killed and fifty-four wounded.

"Mr. Osborn," says the officer to whom we have already alluded, "was greatly pleased with both our actions, and returned thanks to the officers and seamen for their gallant behaviour, which invigorated them to such a degree, that I may venture to assert they would immediately have again engaged ships of the like force,

with all the cheerfulness imaginable, had our wounded been removed and our rigging refitted. Such a prevailing force has acknowledgment in those cases with people who think they have merited the applause of their country, even with those of the lowest capacity.—It is generally allowed," he continues, "that no two ships in the Mediterranean could have brought the enemy to an engagement but the Monmouth and Revenge. We are called 'the Twin Sisters,' being of the same size and model; we cruize in concert, and share prize-money, whether in company or not, and the greatest harmony subsists between us. What contributes not a little to our mutual joy is, that the honor and success of this action belongs to the Sisters."

After this brilliant encounter the Monmouth, Revenge, and Swiftsure proceeded with their two prizes to Gibraltar, where they arrived on the 30th of March. Admiral Osborne continued to block up the French squadron in Carthagena, till ill health obliged him to repair to Gibraltar, where he resigned the command to Rear-admiral Broderick, who had been sent out in the Prince George of 80 guns to relieve Rear-admiral Saunders. On the 13th of April, while on her passage, the vessel took fire, and the flames raged with such fury as to baffle all the efforts of the crew to extinguish them; so that, after burning for four hours, she sunk. The particulars of this melancholy catastrophe, in which nearly 500 of the crew were fatally involved, may be found in the second volume of the Mariner's Chronicle, to which we have already had occasion to refer.

TAKING OF LOUISBURG.

A powerful armament was early in this year fitted out for another expedition against Louisburg, and on the 19th of February it sailed from St. Helens, under the command of Admiral Boscawen, who arrived on the 9th of May at Halifax. Having completed the necessary arrangements, the admiral sailed on the 28th from Halifax, with a fleet of 157 sail, including the transports, which had on board 12,000 troops, under the command of General Amherst.

In consequence of the tempestuous weather, it was the 2d of June before the fleet arrived in Gabarus Bay, the place appointed for the rendezvous, and the excessive violence of the surf prevented the troops from effecting a landing till the 8th. Seven frigates were ordered by the admiral to place themselves opposite the enemy's batteries, for the purpote of covering the debarkation. In spite of the heavy fire from the French cannon and musketry, the troops under the command of Brigadier-general Wolfe, after gaining the shore, ascended the rugged precipices, before deemed inaccessible, driving the enemy from their works, of which they took possession. The weather continuing very bad, it was found impracticable to land the remainder of the troops, with the artillery, stores, &c. till the 11th. General Amherst drove the enemy from their outposts as he advanced, and obliged them to take refuge in the town, which he immediately made the necessary preparations for investing.

On the 29th the enemy, to retard the operation of the siege, sunk four of their ships, L'Apollon of 50 guns, La Fidelle of 36, La Chevre and La Biche of 16 guns each,

at the mouth of the harbor. On the 21st of July the Entreprenant of 74 guns took fire and blew up. The flames extending to the Capricieux and the Celebre of 64 guns each, these ships were likewise burned. Only two French ships of the line were now left in the harbor, and these the admiral determined either to take or to destroy.

Accordingly, on the 25th at noon, by the admiral's order, two boats, a barge or pinnace, or cutter, from every ship in the fleet, manned only with their proper crews, and armed with muskets and bayonets, cutlasses, pistols, and pole-axes; each boat under the direction of a lieutenant and mate, rendezvoused at the admiral's ship. They then proceeded by two or three at a time, to join those of Sir Charles Hardy's division, off the mouth of the harbour. There, in the evening, they were ranged in two divisions, under the direction of the Captains Laforey and Balfour, the two senior masters and commanders in the fleet.

In this manner they put off from Sir Charles Hardy's squadron about midnight. An excessively thick fog, the darkness of the night, and the inviolable silence maintained by the people, enabled them to enter the harbor of Louisburg, without alarming the battery, on an island at the mouth, close to which they were obliged to pass, or the men of war which rode at anchor at no great distance. It was not likely that they would be perceived by any part of the garrison, not only on account of the distance from the town, but likewise the preconcerted, brisk diversion made upon it about that time from all the British batteries. The besieged themselves prevented any noise which might be made from being heard; for having the preceding day observed, that a great num-

ber of scaling-ladders were brought into the trenches, they were apprehensive lest the works should be attempted in the night by escalade, and for that reason kept up a constant fire from the ramparts, to shew the besiegers that they were on their guard.

Amidst this seeming security the boats pushed in almost as far as the grand battery, lest the ships should be alarmed too soon by their oars, and then took a sweep towards that part of the harbor where the ships lay. They no sooner discovered the objects of their hardy enterprize, than the centinels on board having hailed them, but in vain, began to fire. Captain Laforey's division made towards La Prudente, and that of Captain Balfour for Le Bienfaisant, when each of the commanders ordered his boats to give way alongside of the respective ships, and to board them with all possible expedition and good order.

The boats' crews now no longer able to contain themselves, gave loud cheers after their manner, as they were putting up alongside, and with the most intrepid activity, followed their brave leaders, and boarded the ships in an instant on each bow, quarter, and gang-way. After a very feeble resistance from the terrified crews, they soon found themselves in possession of two fine ships of 74 and 64 guns, with the loss of one mate and a few seamen.

The garrison in the fortifications were now alarmed. The huzzas of the English seamen, and the confused sound of voices and firing by which they were succeeded, soon led them to suspect that an attempt had been made on their ships. The heroic adventurers were employed in securing their prisoners, and concerting the most effectual methods of carrying their prizes out of

the reach of the enraged enemy, when both the ships and boats received a most furious discharge of cannon, mortars, and muskets from every part of the island-battery, as well as from the battery on Point Maurepas, and all the guns of the garrison that could be brought to bear on that part of the harbor.

Our gallant tars having in vain endeavored to tow off La Prudente, found that she was aground, with several feet water in her hold. As it was therefore impossible to get her off, they set the ship on fire, to prevent her from being recovered by the enemy. This operation was performed with the utmost expedition; and they left alongside her a large schooner and her own boats, that her people might be enabled to escape to the shore, which was not far distant.

The boats from La Prudente now joined the others which had attacked Le Bienfaisant, and assisted in towing her triumphantly through a formidable fire from the mortified enemy. They proceeded with the greater expedition, being favoured by a little breeze, and when they had got her out of the reach of the enemy's guns, they secured her till the next day by a hawser, in the north-east harbor, and employed the first moments of leisure and security in congratulating each other on their success in this hazardous enterprize.

The capture of these two ships on this memorable occasion is one, among many other convincing proofs, that however arduous and apparently impracticable any attempt may be, English seamen are not to be deterred from it by any difficulty or any danger, but will exert themselves as far as men can do, and at least deserve success when led by such as are worthy to command them.

For this gallant action Captains Laforey and Balfour were made post, and Lieutenants Affleck and Bickerton were promoted to the rank of masters and commanders.

On the 26th Admiral Boscawen went on shore, and informed the general that he intended to send six ships of the line into the harbor the next day; but, in the mean time, the French governor, M. de Drucour, desired to capitulate. The terms were soon agreed upon, and on the 27th the place was surrendered to the British forces. Two hundred and twenty pieces of cannon, and eight mortars were found in the town, and the number of prisoners, including those taken on board the ships, amounted to upwards of 5600. The loss sustained on this occasion by the French navy was very considerable, the following ships being either taken or destroyed:—

Ships.	Guns.	
La Prudente	74	Burned by the boats of the English fleet.
L'Entreprenant	74	Burned and blown up by accident.
Le Capricieux	64	
Le Celebre	64	
Le Bienfaisant	74	Taken by the boats.
L'Apollon	50	Sunk by the French at the mouth of the harbor.
La Fidelle	36	
La Chevre	16	
La Biche	16	
La Diane	36	Taken by the Boreas.
L'Echo	26	Taken by the Juno.

The honorable Captain Edgecombe of the navy, and Captain Amherst, aid-de-camp to the general, were sent

to England with the intelligence of this important success; and the colors taken at Louisburg were deposited in St. Paul's cathedral.

Admiral Boscawen, on the surrender of Louisburg, sent seven ships of the line, under Sir Charles Hardy, to destroy the French settlements in the gulf of St. Lawrence. For the execution of this service a body of land forces was embarked, under the command of Brigadier-general Wolfe. Leaving Rear-admiral Durell at Halifax, with a squadron to intercept any succors that might be sent by the enemy to Quebec, Admiral Boscawen sailed for England with the remainder of the fleet, consisting of four ships of the line and three frigates. On the 27th of October, being some leagues to the westward of Scilly, they fell in with a squadron of five large French ships of the line from Quebec, under the command of M. de Chauffaut. Admiral Boscawen endeavored to bring the enemy to an engagement, which they, however, declined. He then gave chace, but their superiority in point of sailing enabled them to escape. On the 1st of November he came to an anchor at Spithead, and in the ensuing session of parliament this brave and active officer received the thanks of the House of Commons, for the very important services he had performed.

ACTION NEAR MARTINICO.

Commodore Moore, who commanded the squadron on the Leeward Island station, detached Captain Tyrrell in the Buckingham of 70 (but mounting only 65)

guns, on a cruize in company with the Cambridge. They immediately sailed in quest of some privateers, which, they were informed, lay at anchor in Grand Anse Bay, in the island of Martinico. Though they had got close in shore under cover of a battery, he destroyed three and took a fourth. The battery was next attacked and levelled with the ground. After this atchievement, Captain Tyrrell's crew, flushed with the victory they had just obtained, were desirous to attack and plunder a neighbouring village. The reply of their noble commander on this occasion is particularly worthy of being recorded:—"It is beneath us my brave lads," said he, "to render a number of poor people miserable, by destroying their habitations and comforts of life: Englishmen scorn to distress even their enemies when not actually in arms against them."

At the beginning of November the Buckingham was ordered by Commodore Moore to cruize off Martinico, for the purpose of intercepting a fleet of merchantmen, expected to arrive at that island from St. Eustatia. The account of the memorable action which ensued, is given in the words of Captain Tyrrell's letter to the commodore, written in a style truly characteristic of a British seaman:—

"Agreeably to your orders, I sailed on the night of the 2d of November from St. John's road; the next morning, being between Gaudaloupe and Montserrat, we gave chace to a sail we espied in the N. W. which proved to be his majesty's sloop Weasel. I ordered Captain Bowles to come on board for directions as to his farther proceedings. While his orders were preparing, we discovered a fleet of nineteen sail standing to the S. S. W. on which we immediately gave chace

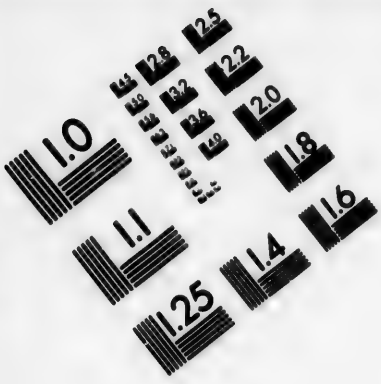
with all the sail we could possibly crowd. About two o'clock we discovered that they were convoyed by a French man of war of 74 guns and two large frigates. About half an hour after two the Weasel got so close as to receive a whole broadside from the 74 gun ship, which did her little or no damage. I then made the signal to call off the Weasel, and gave her lieutenant orders not to go near either the 74 gun ship or the frigates, the smallest of which was vastly superior to him in force. By following this advice he could not come to fire a shot during the whole action, nor, indeed, could he be of any service. While I made all the sail I could, they were jogging on under their fore-sails and top-sails, and when we came up within half gun-shot, they made a running fight, firing their stern-chace. The frigates sometimes raking fore and aft, annoyed me very much, but likewise retarded themselves so much that I got up with my bowsprit almost over the Florissant's stern. Finding I could not bring the enemy to a general action, I gave the Buckingham a yaw under his lee, and threw into him a noble dose of great guns and small arms, at about the distance of half musket-shot, which he soon afterwards returned, and damaged my rigging, masts, and sails considerably. The largest frigate being very troublesome, I gave him a few of my lower-deck pills, and sent him running like a lusty fellow, so that he never returned into action again. The Florissant likewise bore away, by which means she got under my lee, and exchanged three or four broadsides, (endeavoring still to keep at a distance from me), which killed and wounded some of my men. I presume, however, we did her much damage, as our men were very cool, took good aim, were under good discipline, and fought with a true

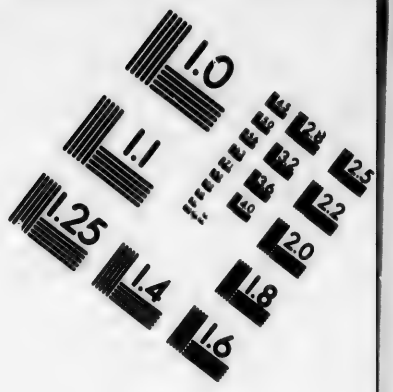
English spirit. An unlucky broadside made some slaughter on my quarter-deck; at the same time I myself was wounded, losing three fingers of my right hand, and receiving a small wound over my right eye, which, by the effusion of blood, blinded me for a little time. I also had several contusions from splinters; but recovering immediately, I would not quit the deck till the loss of blood began to weaken me. The master and lieutenant of marines were dangerously wounded at the same time. I called to my people to stand firm and do their duty, which they promised with the greatest cheerfulness. I then went down, got the blood stopped, and returned on deck, till finding the strain made my wounds bleed afresh, I sent for the first lieutenant, and told him to take the command of the deck for a time. He answered me that he would run alongside the Florissant yard-arm and yard-arm, and fight to the last gasp. On this I addressed the men, exhorting them to do their utmost, which they readily promised, and gave three cheers. I went down a second time, much more easy than before. Poor Mr. Marshall (the first lieutenant) was as good as his word; he got board-and-board with the Florissant, and received a broadside from her, which killed him as he was encouraging the men. He died an honor to his country and to the service. The second lieutenant then went upon deck, and fought the ship bravely yard-arm and yard-arm. We silenced the Florissant for some time, and she hauled down her colors; but after that fired about eleven of her lower tier, and gave us a volley of small arms, which our people returned with great fury, giving her three broadsides, to which she did not return a single gun. At the same time Captain Troy, at the head of his marines, cleared the Florissant's poop

and quarter-deck, and drove her men like sheep down the main-deck. Our top men were not idle; they plied their hand-grenades and swivels to excellent purpose. It is impossible to describe the uproar and confusion of the enemy. It being now dark, and we having all the rigging in the ship shot away, the enemy perceiving our condition, seized the opportunity, set her fore-sail, and top-gallant sails, and ran away. We endeavored to pursue her, with what rags of sails we had left, but to no purpose. Thus we lost one of the finest two-deck ships my eyes ever beheld.

"I cannot bestow too great encomiums on the behavior of the people and officers; and I hope you will strenuously recommend the latter to the lords of the admiralty, as they richly deserve their favor. Notwithstanding the great fatigue the ship's company had experienced during the day, they cheerfully continued up all night, knocking and splicing the rigging and bending the sails. I flatter myself when you reflect that one of the ships of your squadron, with no more than 65 guns, (as you know some of them were disabled last January, and not supplied) and 472 effective men, should beat three French men of war, one of 74 guns and 700 men, another of 38 guns and 350 men, and one of 28 guns and 250 men; you will not think we have been deficient in our duty.—Captain Bowles being on board the Buckingham, I gave him directions to go down and superintend the lower deck, which he performed with the greatest alacrity.

"Before I conclude, I cannot help representing the inhuman, ungenerous, and barbarous behavior of the French, during the action. No rascally piccaroon, or pirate could have fired worse stuff into us than they





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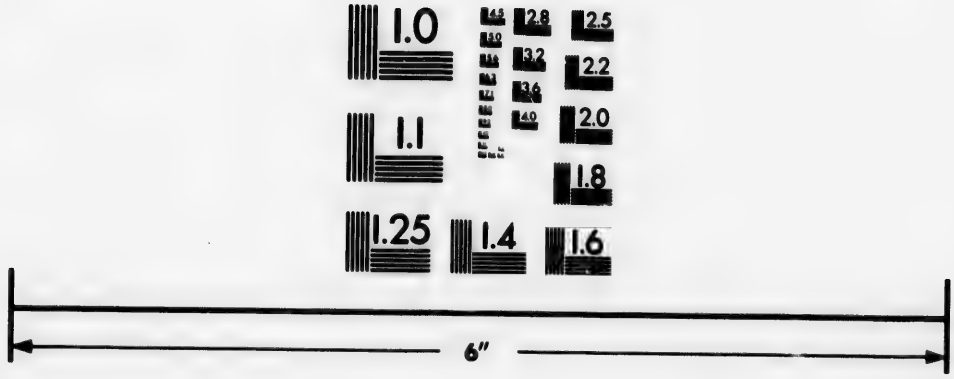

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did; such as square bits of iron, old rusty nails, and, in short, every thing that could tend to the destruction of the men."

In this obstinate encounter the Buckingham had seven men killed, including Lieutenant Marshall; and forty-six wounded. On board the Florissant the slaughter was prodigious. It is said that her killed amounted to 160, and that the wounded exceeded 300. She was so disabled in her hull, that she with difficulty reached Martinico, where she was repaired, and the largest frigate, the Aigrette, besides losing forty men, received so much damage, that, for some time, she was quite unserviceable.

On the 9th of March, the Nassau, of 64 guns, the Harwich, of 50, the Rye, of 24, with the Swan sloop, and two busses, sailed from Plymouth, on an expedition against the French settlements, on the coast of Africa. This little squadron was commanded by Captain Marsh, and had on board 200 marines, and a detachment of artillery, under Major Mason, and Captain Walker. On the 24th of April this force arrived off the river Senegal, and after sounding the entrance, the boats and small vessels passed the bar on the 29th. The enemy with seven vessels, three of which were armed with ten guns each, made a shew of attacking the English boats, and kept up a kind of running fire, but were soon repulsed, and obliged to retire up the river. The marines and seamen to the number of 700 landed, and got the artillery on shore. On the 30th the necessary arrangements were made for proceeding to the attack of

Fort Louis, situated on a small island, about twelve miles up the river, when the French governor sent a flag of truce, with proposals to capitulate. These being agreed to, the troops took possession of the fort, on the 2d of May. In the place were found 232 French officers and soldiers, with treasure, slaves, and merchandize, to a considerable amount. Sixteen vessels, with valuable cargoes, were likewise taken in the river; so that the loss the French sustained by the reduction of this settlement, was computed to amount to no less than 200,000l. sterling.

Encouraged by this success, the commodore resolved to make an attempt on the island of Goree. On the 17th of May he left Senegal, and on the 26th came to an anchor before the forts, which were vigorously cannonaded for two hours and a half. Finding that the vessels sustained considerable damage, without making any impression on the enemy's works, to the reduction of which his force was totally inadequate, he called off the ships, with the loss of twenty men killed, and forty wounded. The commodore then dispatched the Nassau, the Swan sloop, and Portsmouth buss, with the trade to England, and proceeded himself with the rest of the squadron to Jamaica.

On receiving intelligence of the failure at Goree, government ordered a strong squadron to be equipped for the reduction of that settlement. The command was given to the Honorable Captain Keppel, who, on the 19th of October, sailed with the following ships: the Torbay, of 74 guns; the Nassau, and Fougueux, of 64; the Dunkirk, of 60; the Litchfield, of 50; the Prince Edward, of 44; the Saltash sloop, two bomb-ketches, and a fire-ship. With these he proceed-

ed to Cork, where he was joined by a number of transports, having on board a body of troops, under the command of Lieutenant-colonel Worge.

On the 11th of November the fleet left Cork, for the place of its final destination; but on the 28th the weather being very foggy and tempestuous, the ships were driven so near the coast of Barbary, that they were all in imminent danger of being wrecked. With some difficulty they, however, weathered the land, excepting the Litchfield and the Somerset transport, which were forced on shore and lost. (A particular account of the loss of the Litchfield, and the treatment experienced by the crew from the Moors, will be found in the 3d volume of the Mariner's Chronicle.)

On the 28th of December, Commodore Keppel arrived with the rest of the fleet before Goree. The next morning the troops were landed, and the ships opened a tremendous fire on the enemy's batteries. The cannonade continued with incessant fury for several hours, when the enemy were driven from their guns, and the governor, M. de St. Jean, proposed to capitulate. The governor demanded to be allowed to march out with the honors of war, which terms Commodore Keppel positively rejected, and recommenced the attack. It was, however, of short duration, the governor being soon compelled to surrender at discretion. About 300 French, and a great number of armed natives, were made prisoners of war; ninety-four pieces of iron ordnance, eleven swivels, four mortars, besides ammunition, and a considerable quantity of provisions, were found in the place. The loss sustained in the attack by the ships of the squadron, amounted to about 100 killed and wounded.

ENGAGEMENT NEAR FORT ST. DAVID.

On the 24th of March Vice-admiral Pocock was joined in Madras road by Commodore Stevens, with a reinforcement from England. Having refitted his squadron, the admiral removed his flag into the Yarmouth, and put to sea on the 17th of April, with the following ships:—

Ships.	Guns.	Men.	Commanders.
Yarmouth	64	535	Vice-admiral Pocock, Capt. J. Harrison.
Elizabeth	64	525	Commodore Stevens, Capt. Kempenfelt.
Tiger	60	420	T. Latham.
Weymouth	60	420	N. Vincent.
Cumberland	56	320	W. Brereton.
Salisbury	50	300	J. S. Somerset.
Newcastle	50	300	George Legge.
Queenborough	24		
Protector store-ship.			

With this force Admiral Pocock cruized to windward of Fort St. David, in the hope of intercepting a French squadron, which was daily expected to arrive on the the coast. On the 28th he discovered nine sail in the road of Fort St. David, but on the appearance of the British ships, they weighed and stood out to sea. This was the squadron the admiral was in quest of; it was commanded by M. D'Aché, was considerably superior to the English force, and consisted of the following vessels:—

Ships.	Guns.	Commanders.
Zodiaque	74	M. D'Aché, commander in chief. M. de Gotho. Chevalier de Monteuil.
Duc de Bourgogne	60	M. D'Aprés.
Bien Aimé	58	M. de la Palliere.
Duc D'Orleans	56	M. de Surville.
Vengeur	54	M. Bouvet.
St. Louis	50	M. Joannis.
Condé	44	M. de Rosbeau.
Moras	44	M. Bec de Liévre.
Sylphide	36	M. Mahé

Admiral Pocock conceiving that the enemy were solicitous only to escape, immediately made the signal for a general chace, but observing, about noon, that the French commander had formed his line, and shewed a disposition to engage, he recalled his ships, and likewise drew them out into the line of battle a-head. He then called the Queenborough frigate within hail, and ordered that all her marines should be sent on board the Cumberland, and twenty of her seamen on board the Tiger, those being the two ships of his line which were the worst manned. The ships having got into their respective stations, about three he made the signal for a close engagement, and himself bore down on the French commander, in the Zodiaque. The van of the English squadron was now nearly within random-shot of the enemy, but the admiral observing with concern that the Cumberland, Newcastle, and Weymouth, which composed his rear, were extremely dilatory, he repeated

his signal, for those ships to make sail. Meanwhile he himself, with the rest of his squadron, continued to bear down upon the enemy, and though the Yarmouth in particular received the fire of the French ships a-head of their commander in chief, as well as of the Zodiaque, yet he never returned it, nor made the signal for engaging, till he was within half musket-shot of the enemy.

The engagement accordingly commenced, and the ships in the van closed with their antagonists, but those in the rear still kept a-loof. In consequence of this remissness, the French ships astern of their commander in chief, had an opportunity of lying on the Yarmouth's quarter, so that the admiral sometimes had three ships on him at once, and was never engaged with less than two. About half past four, finding that the rear of the French line had drawn almost close up with the Zodiaque, the admiral repeated his signal for the Cumberland, Newcastle, and Weymouth to make sail, and close with the enemy, who appeared to have a design to surround him. Those ships now approached, but before they could come up, the French commander broke the line, and put before the wind, running to leeward of that part of his squadron, which was a-head of him. His second astern, which had lain, during the whole action, on the Yarmouth's quarter, immediately fell into the Zodiaque's station, discharged her broadside, and likewise bore away. The two remaining ships in the rear came up in like manner, and then followed the example of their commander. A few minutes afterwards, observing that the van of the enemy's squadron was likewise sheering off, the admiral hauled down the signal for the line, and hoisted that for a general chace.

The Elizabeth, Tiger, Salisbury, and Yarmouth, had, during the engagement, received so much injury in their masts and rigging, that they were scarcely able to join in the pursuit. Admiral Pocock, therefore, directed those ships, which had not been in the action, to crowd all their sails, and endeavor to overtake the enemy's squadron. The French commander, though reinforced between five and six, by the Comte de Provence, of 74 guns, and the Diligent, of 24, found his ships so shattered and disabled, that he was unwilling to renew the action. The British admiral perceiving that he could not continue the pursuit with any prospect of success, desisted from the chace, and hauled close upon a wind, in the hope of weathering the enemy during the night, and being able to oblige them to renew the engagement the following morning. The Queenborough frigate was ordered to follow them a-head, and to make the necessary signals to the squadron; but the enemy shewing no lights during the night, effected their escape, and in the morning were quite out of sight.

Admiral Pocock, however, continued to pursue the course he supposed they had taken, till the morning of the 1st of May, when finding his efforts ineffectual, he came to an anchor about three leagues to the northward of Sadras, and immediately sent an officer on shore to procure intelligence. He was informed that the Bien Aimé had received so much damage in the engagement, that her crew had been obliged, for the preservation of their lives, to run her on shore, a little to the southward of Alemparve, where the remainder of the French squadron was at anchor. The loss they sustained in the action amounted to 162 killed, and 360

wounded; that of the English was twenty-nine killed, and eighty-nine wounded.

The French after this encounter, put into Pondicherry, and the English squadron repaired to Madrass to refit. This business was performed with such alacrity, that by the 10th of May, Admiral Pocock was able to put to sea, in quest of the enemy, whom he discovered, on the 30th, at anchor, in the road of Pondicherry. By the advice of the governor and his captains, M. D'Aché, on the appearance of the English, ordered his ships to be hauled close in shore, under the protection of the batteries. M. de Lally, who was then besieging Fort St. David, hearing that Admiral Pocock was on the coast, hastened to Pondicherry, and having reinforced the ships with 400 lascars, he directed M. D'Aché to put to sea, and to attack the British squadron. The French commander, instead of complying with these instructions, kept to the wind, and avoided Admiral Pocock, and on Lally's return to Fort St. David, he again repaired to the road of Pondicherry.

On the 2d of June Fort St. David surrendered to the French, and the admiral, at the desire of the governor and council of Madras, proceeded to that settlement to protect it from any hostile attack. Soon after his arrival a court-martial was assembled to try those captains, with whose conduct during the late engagement, he had reason to be dissatisfied. Captain Legge of the Newcastle was sentenced to be cashiered; Captain Vincent to be dismissed from the command of the Wey-

mouth; and Captain Brereton to lose one year's rank as a post-captain.

ENGAGEMENT OFF PONDICHERRY.

On the 25th of July, the admiral again sailed in quest of the French squadron, and on the 27th it was discovered at anchor in the road of Pondicherry. It consisted of the same ships as before, excepting that the loss of the Bien Aimé, of 58 guns, had been supplied by the Comte de Provence, of 74, and that its superiority was farther encreased by the addition of La Diligente, a frigate, of 24 guns. The next morning the French admiral weighed anchor, and having the advantage of a land-breeze, stood to the southward, with a view to avoid the British squadron. In this he was so successful, that he baffled every effort of Admiral Pocock to bring him to action. On the 3d of August both fleets being at some distance from the land, a strong sea-breeze gave the advantage of the wind to the British squadron. The admiral immediately formed his line of battle, and observing that the Comte de Provence led the French line, he made the signal for the Tiger and the Elizabeth to change stations. About half past one the enemy appeared to be drawn up in the form of a half moon, and began to fire at the Elizabeth, on which Admiral Pocock made the signal for engaging, which was immediately obeyed by the whole squadron. In ten minutes the French commander set his fore-sail, and kept at a greater distance. The rest of his ships followed his example, and their line was soon broken. The remainder of the action was a running fight. At two the

leading ship of the enemy's van put before the wind, having cut away her mizen-mast, because the sail had taken fire. A few minutes afterwards M. D'Aché seeing the dispersed and miserable state of his squadron, set what sail he could and bore away, and was followed by all his ships from the van to the centre. At half past two the rear likewise put before the wind, and at the same time Mr. Pocock made the signal for a close engagement, that his ships might bear down after them as speedily as possible. At three he hauled down the signal for the line of battle, and hoisted that for a general chace, but the enemy crowding all their sail, and cutting away their boats, were soon out of reach of the English squadron. The latter continued the pursuit till six, when, finding it impossible to come up with the enemy, Admiral Pocock desisted from the pursuit, and at eight at night came to an anchor off Carical.

This engagement, though of shorter duration, was more severe than the preceding. The loss of the English amounted to thirty-one men killed and 150 wounded; among the latter were Commodore Stevens and Captain Martin. On the part of the French 250 men were killed and 600 wounded; in the number of the latter were M. D'Aché and the captain of his ship.

The French admiral took refuge at Pondicherry, where he remained repairing his shattered vessels till the 3d of September, when he sailed for the Mauritius. The English squadron remained at Madras and on the coast till the season of the year rendered it necessary for the admiral to proceed to Bombay.

Early in the year 1759 a squadron sailed, under the command of Rear-admiral Holmes, for North America,

to join the British force already in that quarter, in an expedition against Quebec. On the 21st of February the Vestal of 32 guns and 220 men, commanded by Captain Samuel Hood, being the look-out ship from the squadron, gave chace to a strange sail, which he came up with about two in the afternoon. Captain Hood immediately brought her to close action, which was continued with great bravery nearly four hours. By this time all her masts being shot away, and upwards of forty of her crew killed, she surrendered, and proved to be La Bellone, a French frigate of 32 guns and 220 men, commanded by the Comte de Beauharnois, (the father, we believe, of Madame Bonaparte's first husband). The Bellone was on her way to France from Martinico with dispatches. The Vestal had five men killed and twenty-two wounded; soon after the action her topmasts fell over the side, and she had sustained so much damage that Captain Hood was obliged to return to England. His prize was taken into the service, and named the Repulse.

On the 20th of March, the Isis of 50 guns, Captain Wheeler, and the Æolus of 32 guns, Captain Elliott, cruising in company off the coast of France, fell in with thirty-five sail of French merchantmen, escorted by four frigates off the island of Rhé. The Æolus being an excellent sailer, immediately began to attack two of the frigates, La Blonde of 32 guns and 300 men, and Le Mignon of 20 guns and 142 men. The action was maintained with the greatest bravery and intrepidity within pistol-shot for about half an hour; and before the Isis came up the Mignon had struck. Captain Wheeler immediately made all the sail he could after La Blonde, but was unable to approach nearer than with-

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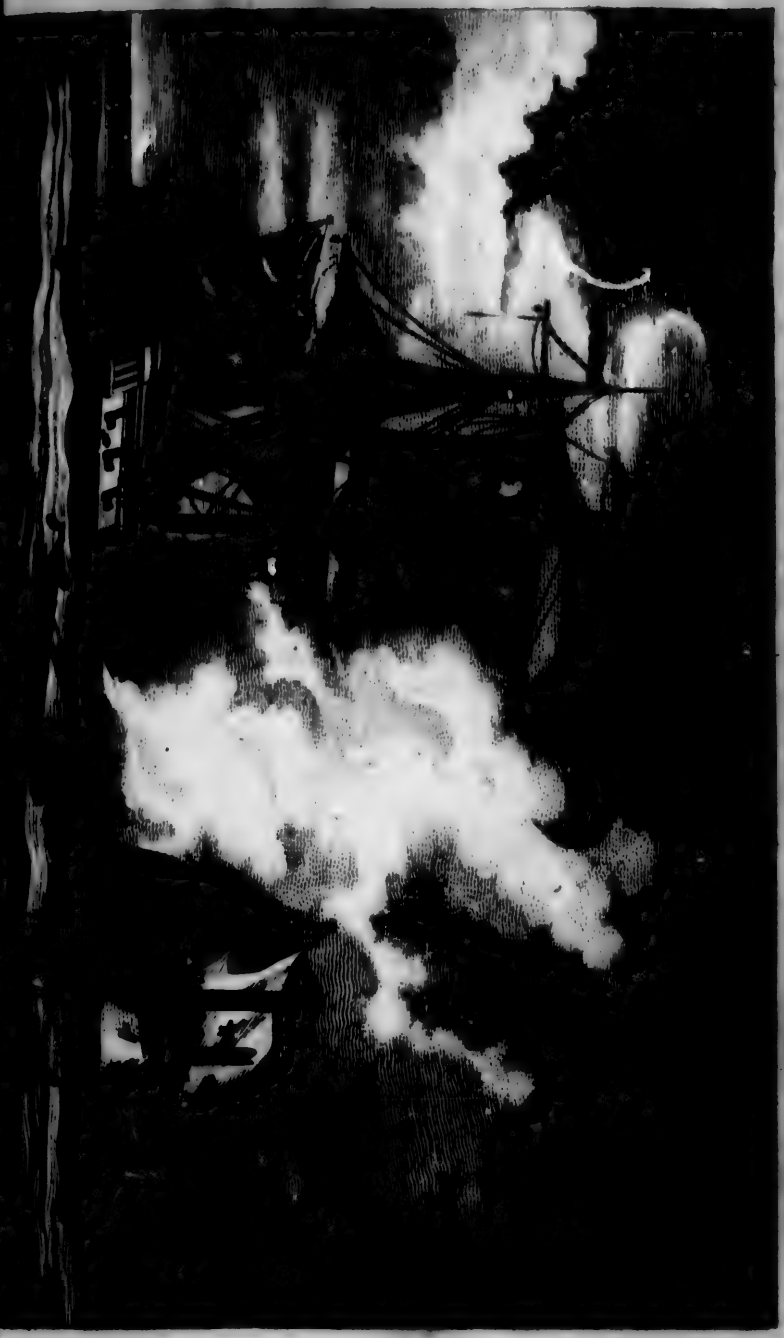

in musket-shot. He, however, continued the chace till nine at night, when he desisted, because the pilot refused to take charge of the ship if he pursued any longer, as she was close in shore, and the wind blew right upon it. The Mignon in this action had thirty men killed, besides her first captain, the Chevalier de Tursonville; the second captain and twenty-five men were wounded. The Æolus had no more than one or two men wounded.

On the 27th of the same month, Captain Samuel Faulkner of the Windsor of 60 guns, cruizing off Lisbon, discovered four large ships to which he gave chace. They immediately drew into a line of battle ahead, at the distance of about a cable's length from each other, and remained in that situation till the Windsor had been nearly an hour engaged with the sternmost, when the three others made off with all the sail they could. Captain Faulkner's antagonist perceiving the flight of her companions, struck her colors. She proved to be the Duc de Chartres, pierced for 64, but mounting only 24 guns, and having a crew of 294 men, of whom twenty-eight were killed and eighteen wounded. This ship, as well as the three which escaped, belonged to the French East India Company, and were bound to Pondicherry with ammunition and naval stores.

On the 28th, the Southampton of 32 guns, Captain Gilchrist, and the Melampe of 24, Captain Hotham, fell in with the French frigate, the Danae of 40 guns and 330 men. Captain Hotham being ahead, overtook the enemy, and brought her to action before the Southampton could come up to afford him any support. By the time Captain Gilchrist was sufficiently near to attack the enemy, it was so dark that he was obliged to lie-to,

and remain inactive during the night, for fear of firing into the Melampe. At day-break, however, he bore down upon the Danae, and the united efforts of the two gallant captains obliged her to surrender after a very spirited resistance. But this conquest was clouded by a misfortune which befel the brave Captain Gilchrist, who received a pound ball in his right shoulder, which rendered him incapable of farther service. The king, in consideration of the services of this meritorious officer, immediately settled on him a pension of 300l. a-year. In this encounter the Danae had between thirty and forty men killed, among whom were her first and second captains, and a great number wounded. The Melampe had eight killed and twenty wounded, and the Southampton one killed and eight wounded. The prize was added to the navy, and retained her former name.

On the 4th of April, the honorable Captain Barrington, in the Achilles of 60 guns, being on a cruize, about sixty leagues to the westward of Cape Finisterre, fell in with, and after a close engagement of two hours, took the Count de St. Florentin of 60 guns and 403 men, bound to Rochfort with a valuable cargo from St. Domingo. She was commanded by the Sieur de Montay, who was shot through the body with a musket-ball, and died two days after the action. The prize had all her masts carried away, and 116 of her crew killed and wounded. The Achilles sustained great damage in her masts, sails, and rigging, but only two of her men were killed and twenty-three wounded. The Count de St. Florentin being a fine new ship, was purchased by government, and added to the navy by the same name.

On the 18th of May, the Chatham, Venus, and Thames, of 50, 36, and 32 guns, commanded by Cap-

tains Lockhart, Harrison, and Colby, cruizing in Audierne Bay, discovered a French frigate. After chacing her for two hours, she carried away her top-masts. The Thames soon afterwards got alongside her, and poured into her a brisk and close fire. The enemy made a gallant defence till the arrival of the Venus, which raked and gave her several broadsides. She then struck, and proved to be the Arethusa of 32 guns, but pierced for 36, with 270 men, sixty of whom were killed and wounded. The Thames had four men killed and eleven wounded, and the Venus five men wounded. The Arethusa was esteemed the best sailing frigate in the French navy, and was purchased by government for the service.

Great Britain was this year threatened with an invasion by the French, in retaliation for the numerous attacks which had recently been made on their coasts. The most active preparations were accordingly made at Brest, Toulon, and Dunkirk. At Brest, in particular, a formidable armament was equipped, which rendered it necessary for the British government to send a sufficient force to cruize off that port. Accordingly, in the month of June, Sir Edward Hawke sailed from Spithead for that purpose with a powerful fleet. Having arrived on his station, Sir Edward detached three small squadrons to scour the enemy's coast. One of these, under the Honorable Captain Hervey in the Monmouth, was ordered to watch the motions of the French fleet in Brest, which service he most effectually performed, suffering not even a boat to go in or out of the harbor. On the 14th of July he perceived four ships working down to Brest, between the shore and the rocks, near the passage of the Four. The commodore immediately

got under sail with the Pallas frigate, and stood towards them. The vessels anchored close to Conquet, under cover of four forts and a battery, which maintained an incessant fire on the English ships while they were approaching. The boats were then manned, and in spite of the enemy's guns, the gallant tars cut out the ships, and carried them off, with the Swedish colors flying. They were laden with stores for the French fleet at Brest. While the boats were thus engaged, the Monmouth and Pallas kept up a continual cannonade against the forts, and several times drove the enemy from their guns. This daring enterprize was executed with very little damage, and no loss of men on the part of the English ships.

A few days after this occurrence, the daring intrepidity of the same officer was near bringing on a general engagement. On the 21st of the same month, he stood in and attacked seven sail of French ships, and two small men of war, under the batteries of Conquet; but there being little wind, the enemy hauled their vessels into a dry creek, where it was impossible to get at them, on which he retired with little damage. The following morning four men of war of 74 guns each, came out of Brest and bore down upon the Monmouth and Montague, which stood towards them with a view to draw them off. The English fleet now appeared standing in, when the French ships, though protected by the cannon and shells from the shore, immediately tacked and returned to the harbor, the Monmouth and Montague pursuing them with all the sail they could crowd. Commodore Hervey brought one of them to action, but getting within the narrows, and likewise within reach of the shot and shells of the enemy's batteries, the signal

was made to call him off. The whole French fleet made a motion to sail, and appeared to be coming out; but soon returned to their former station.

On the 15th of September Captain Hervey landed with some of his sailors on the island of Molines, carried off some cattle and other fresh provisions, and laid the island under contribution. The governor sent him a message, requesting him, in mercy to the poor inhabitants, to desist. To this the captain replied: "That he was sorry if what he had done had distressed the inhabitants, for he intended it only as an insult to the French fleet, and to shew them that they were unable to protect their own coast in their sight, and much less to attempt the invasion of England."

Towards the end of September the Monmouth became so leaky, that Captain Hervey was obliged to quit his station and return to England. In spite of the tempestuous weather which succeeded, Sir Edward Hawke remained cruizing before Brest till the 9th of November, when a violent gale compelled him to take shelter in Torbay.

ENGAGEMENT IN THE BAY OF QUIBERON.

A few days after Sir Edward Hawke had been forced from his station, M. de Bompart, with a squadron from the West Indies, got safe into Brest. M. de Conflans, the commander in chief at that port, being convinced from this circumstance of the departure of the English fleet, put to sea on the 14th of November, and steered for the bay of Quiberon, in the hope of surprising a small British squadron of 50-gun ships and frigates, under the command of Commodore Duff, who was

blocking up a large fleet of transports, in Morbihan, destined for the invasion of Ireland. On the same day the English admiral sailed from Torbay.

On the 15th Captain M'Cleverty in the Gibraltar, joined the fleet, and informed the admiral that he had seen the French about twenty-four leagues to the N. W. of Belle Isle, steering to the S. E. This intelligence was received with universal acclamations, and every ship prepared for action. Concluding that Quiberon would be their first place of rendezvous, Sir Edward directed his course towards the bay with all possible expedition. A contrary wind blowing at first with considerable violence, drove him to the westward, but on the 18th and 19th the weather proved more favorable. In the mean time having been joined by the Maidstone and Coventry frigates, he directed their commanders to keep a-head of the squadron, one on the starboard, and the other on the larboard bow. On the 20th he was joined by the Rochester, Chatham, Portland, Falkland, Minerva, Vengeance, Venus, and Sapphire, which had been chased by the enemy's fleet, so that his force now consisted of the following ships:—

Ships.	Guns.	Men.	Commanders.
Royal George	100	875	Sir Edwd. Hawke, K. B. Admiral of the Blue. Capt. J. Campbell.
Union	90	770	Sir Charles Hardy, Knt. Vice-admiral of the Blue. Capt. T. Evans.
Duke	90	750	S. Graves.
Namur	90	750	Mat. Buckle,
Mars	74	600	James Young.

Ships.	Guns.	Men.	Commanders.
Warspite	74	600	Capt. Sir J. Bentley.
Hercules	74	600	W. Fortescue.
Torbay	74	650	Hon. A. Keppel.
Magnanime	74	650	Viscount Howe.
Resolution	74	600	H. Speke.
Hero	74	600	Hon. G. Edgecumbe.
Swiftsure	70	520	Sir T. Stanhope.
Dorsethire	70	520	P. Dennis.
Burford	70	520	J. Gambier.
Chichester	70	520	W. S. Willett.
Temple	70	520	Hon. W. Shirley.
Revenge	64	500	J. Storr.
Essex	64	500	Lucius O'Brien.
Kingston	60	450	Thomas Shirley.
Intrepid	60	450	J. Maplesden.
Montague	60	450	J. Rowley.
Dunkirk	60	450	R. Digby.
Defiance	60	450	Pat. Baird.
Rochester	50	350	R. Duff.
Portland	50	350	Mar. Arbuthnot.
Falkland	50	350	F. S. Drake.
Chatham	50	350	J Lockhart.
Venus	36	250	T. Harrison.
Minerva	32	220	S. Hood.
Sapphire	32	220	J. Strachan.
Vengeance	28	200	G. Nightingale.
Coventry	28	200	F. Burslem.
Maidstone	28	200	D. Digges.

At half past eight on the morning of the 20th, the Maidstone gave notice that she had discovered a fleet, on which the admiral made the signal for a line a-head, and

the Magnanime to lead towards the land. The latter had not got above two miles before the fleet, when she made a signal that she had discovered the enemy, and the headmost ships of the squadron were soon afterwards in sight of them.

The force of the French fleet under M. de Conflans, was as follows:

Ships.	Guns.	Men.	Ships.	Guns.	Men.
Le Soleil Royal	80	1200	Le Dragon	64	750
Le Tonnant	80	1000	Le Northumberland	64	750
Le Formidable	80	1000			
L'Orient	80	1000	Le Sphinx	64	750
L'Intrepide	74	815	Le Solitaire	64	750
Le Glorieux	74	815	La Brillante	64	750
Le Thesée	74	815	L'Eveille	64	750
L'Heros	74	815	Le Bizarre	64	750
Le Robuste	74	815	L'Inflexible	64	700
Le Magnifique	74	815	L'Hebe	40	412
Le Juste	70	800	La Vestale	36	400
Le Superbe	70	800	L'Aigrette	36	400
Le Dauphin	70	800	Le Calypso	16	180

Le Prince Noir, a tender.

Sir Edward on discovering the enemy's fleet, observed that they were making off, on which he made the signal for the Namur, Warspite, Resolution, Revenge, Essex, and Montague, being the ships nearest to them, to chace and draw into a line of battle a-head, and to endeavor to stop the enemy till the rest of the fleet should come up. At the same time he directed the other ships to form as they chaced, that no time might be lost in the pursuit, telling his officers that he was for

the old way of fighting, to make down-right work with them.

The French admiral on discovering the English fleet, appeared to be forming a line to receive them, and from the equality in number of ships of the line on either side, the action was expected to be long and obstinate; there was not, however, one English bosom which did not beat with the expectation of victory. As Sir Edward Hawke advanced, the French admiral changed his plan, and stood off towards the shore with all the sail his ships could carry; and the English squadron pursued with all possible expedition. It was two in the afternoon before the headmost ships could get up with them, when the Warspite and Dorsetshire began to fire. Soon afterwards the Revenge, Magnanime, Torbay, Montague, Resolution, Swiftsure, and several others, came into action, and about half past two the British admiral made the signal for a general engagement. The hostile fleets were now to the southward of Belle-isle, and the Soleil Royal, being a-head of the enemy's squadron, left the rear to defend itself, and led round the rocks called the Cardinals, situated near the island of Hedic.

The firing now became very brisk on both sides, and the combatants were so involved in clouds of smoke, that it was impossible to distinguish between the colors of the two nations. The Resolution, of 64 guns, Captain Speke, gallantly bore down on the French rear-admiral du Verger, in the Formidable, of 80 guns, and closely engaged that ship till four o'clock, when she struck to Sir Edward Hawke, who was passing to attack the French admiral. This, however, was only a point of honor on the part of the enemy, the glory of taking her being very justly given to Captain Speke.

The gallant admiral himself continued to advance, and ordered the master of the Royal George to lay him alongside of the Soleil Royal. The master represented in the most respectful manner that if he approached much nearer, the ship would certainly be on shore. "That may be," answered the hero coolly, "but the enemy will be on shore first; at all events their fleet must be destroyed." M. de Conflans, on his part, did not seem to shun the encounter, and the two admirals mutually bore down on each other.

Lord Howe, in the Magnanime, now attacked the Thesée, of 74 guns, but the Montague running foul of the former, she received so much damage that she was obliged to fall astern. Captain Keppel in the Torbay then attacked the Thesée. Soon after the action began, a sudden and heavy squall came on, and the lower-deck ports of the Thesée not being shut, the ship filled, and went down immediately. She had on board a crew of 1150 persons, every one of whom perished. At the moment she sunk the decks were crowded, but the poor creatures had only time to utter one dreadful shriek, and were never heard more.

When Lord Howe had got clear of the Montague, he bore down on the Heros, of 74 guns, and attacked her with such fury, that he at length compelled her to strike; but the weather was so tempestuous as to prevent his lordship from sending his boats to take possession of his prize, which afterwards ran on shore, and was burned.

The two commanders in chief had now approached very near each other, and M. de Conflans poured a broadside into the Royal George. This salutation Sir Edward was not backward to return, but after exchanging two or three broadsides, the Marshal of France

declined the combat, and sheered off. The French vice-admiral likewise gave Sir Edward his fire, and soon followed the example of his commander. Another and another did the same, but the fifth did not escape so well. This ship was the Superbe, of 70 guns, which fired several broadsides without doing any damage to the Royal George. Sir Edward, in return, poured his whole fire into her, and repeating the same, she sank at the distance of no more than one hundred yards from the British admiral. The crew of the Royal George gave a cheer at the destruction of their enemy; "but," says an eye-witness of the transaction, "it was a faint one; the honest sailors were touched at the fate of so many hundred poor creatures!" True it is that real bravery and humanity are inseparable companions. The Superbe had on board 750 men, all of whom perished excepting twenty who were taken up the next morning from the wreck.

The English admiral having got into the very centre of the French rear, was now attacked by several ships at once. The situation of the Royal George would have been extremely critical, had the enemy preserved any degree of composure, or fired with any sort of direction; but so great was their confusion, that among 2000 shot which they fired, not more than twenty or thirty struck the ship. Perceiving the dangerous situation of their commander, the English vice-admiral, with the Mars, Hero, and several other ships, were crowding to his assistance, when the obscurity of the evening put an end to the engagement. This was a fortunate circumstance for the enemy, for had day-light continued two hours longer, the whole of their fleet must have been taken or destroyed.

As it grew dark the enemy separated, part of their fleet standing to the southward, and the remainder making for the mouth of the river Vilaine. The wind was now blowing with great violence towards the shore, and the fleet was among islands and shoals on a part of the coast, of which the pilots were totally ignorant. These considerations induced the British admiral to desist from the pursuit, and to come to an anchor off the island of Dumet.

The weather continued very tempestuous during the night, and frequent signals of distress were heard by the fleet, but the admiral was unable to judge whether they proceeded from friends or foes. The next morning a horrid spectacle presented itself. The sea appeared covered with the mangled remains of the crews of the Thesée and Superbe; the Resolution and the French ships Le Heros were discovered aground on the bank called the Four. The Resolution was in a most shattered condition, her masts and rigging being entirely cut away, her upper-deck beat in, and her guns thrown overboard. Part of the crew were clinging to her sides begging for assistance; but about eighty of them, in spite of the captain's remonstrances, made rafts and put off, together with several French prisoners taken in the Formidable, and arrived in safety on the coast of France.

The Soleil Royal had cast anchor in the night in the midst of the British squadron, but M. de Conflans no sooner perceived his situation in the morning, than he ordered the cables to be cut, and ran the ship on shore. Sir Edward Hawke immediately ordered the Essex to slip and pursue her, but she unfortunately struck on the same bank as the Resolution. This accident gave the crew of the Soleil Royal time to escape. A great quan-

tity of the stores belonging to the Essex were saved, together with all her people, excepting one lieutenant and a boat's crew, who were driven on the French shore. The remains of the Essex and Resolution were then both set on fire and destroyed.

As soon as it was broad day-light, seven or eight of the enemy's line of battle ships were discovered at anchor between Point Penris and the river Vilaine. The English admiral made the signal to weigh, in order to work up and attack them; but the weather was so tempestuous as to prevent the execution of that design. Most of the enemy appeared to be aground at low water; but by lightening them, and having the advantage of the wind under the land, all excepting two got that night, with the flood, into the river Vilaine.

The weather being more moderate on the 22d, the admiral sent the Portland, Chatham, and Vengeance to destroy the Soleil Royal and the Heros. On the approach of the English ships the French set the first on fire, and soon afterwards the latter met with the same fate from our people. In the mean time Sir Edward got under weigh, and worked up within Penris Point, as well on account of its being a safer road, as to destroy the two French ships which still lay without the river Vilaine; but before the vessels sent ahead for that purpose could approach them, the enemy being quite light, seized the opportunity of the tide of flood to make their escape. The remainder of the enemy's fleet, under M. de Beaufremont, arrived at Rochfort.

In this memorable engagement the British fleet had about fifty men killed and 250 wounded. The only officer among the former was Lieutenant Price of the Magnanime, and among the latter Captain Patrick Baird

of the Defiance. The number of slain in the French fleet could never be ascertained; but to judge from the carnage on board the Formidable, it must have been very great. They lost six capital ships; namely, the Soleil Royal of 80, and Le Heros of 74 guns, which were burned; the Formidable of 80 guns, taken by the Resolution; the Thesée and Superbe of 74 guns each, sunk during the action; and Le Juste of 70 guns, which was wrecked off the mouth of the Loire.

On an occasion like this, when all manifested the utmost alacrity and intrepidity in the common cause, it might appear invidious to notice the conduct of any particular officer. "In attacking a flying enemy," says the gallant admiral in his public dispatch, "it was impossible, in the short space of a winter's day, that all our ships should be able to get into action, or all those of the enemy be brought to an engagement. The commanders and companies of such as did come up with the rear of the French behaved with the greatest intrepidity, and gave the strongest proofs of a truly British spirit. In the same manner, I am satisfied, would those have acquitted themselves, whose bad-sailing ships, or the distance they were at in the morning, prevented them from getting up."

Without detracting from the merit of others, it is only a just tribute to Lord Howe and Captain Keppel, to observe, that they particularly distinguished themselves for their gallantry and activity; Captain Dennis of the Dorsetshire, and Captain Speke of the Resolution, likewise displayed such ardor in seconding the designs of their brave commander, that in the warmth of his gratitude he told them they had behaved like angels.

On the 26th the admiral sent a squadron, under the

command of Captain Young, to Quiberon Bay, and another, under the Honourable Captain Keppel, to Basque road, to intercept such of the enemy's ships as might seek shelter in those places. He likewise dispatched Captain Campbell of the Royal George to England with the account of the victory. The admiral himself returned soon afterwards, and not only received the thanks of the House of Commons for his eminent services, but a pension of 2000l. per annum was likewise settled on him.

On the 2d of July, Rear-admiral Rodney sailed from St. Helens with a squadron of ships and bomb-ketches, for the purpose of bombarding Havre-de-Grace, where the French had collected a great number of large flat-bottomed boats, intended for the invasion of England. The following day the squadron arrived in the road of Havre, and the bomb-ketches being properly stationed, bombarded the town for fifty-two hours with such success, that it was set on fire in several places, and most of the boats, together with the magazines of naval stores were destroyed. The admiral, after performing this service, sent the bomb-ketches to England, and continued cruizing with his squadron during the remainder of the summer off the enemy's coast.

Admiral Boscawen being appointed to the chief command in the Mediterranean, sailed from England in April, and on the 16th of the following month joined the fleet on that station, before commanded by Vice-admiral Broderick. The principal object of this force was to

block up the French squadron at Toulon, which had been ordered to repair to Brest to join the fleet in that port, commanded by M. de Conflans. On the 8th of June the admiral dispatched the Conqueror, Culloden, and Jersey to attempt to destroy two French frigates which lay at the mouth of the harbor. In this enterprize the ships were so terribly annoyed by a heavy fire from several masked batteries, that after a spirited, but fruitless, attack of three hours, the officers were obliged to abandon their design, and it was not without some difficulty that their ships were towed off out of the midst of the enemy's fire.

The admiral soon afterwards proceeded to Gibraltar, as well to repair the damages those ships had sustained, as to recruit his stock of water, and anchored in the bay on the 4th of August. Conjecturing that the French commander would take advantage of his absence to slip out of Toulon, Admiral Boscawen ordered the Lyme frigate to cruize off Malaga, and the Gibraltar between Estapona and Ceuta point, to give him timely notice should the enemy approach.

ENGAGEMENT IN LAGOS BAY.

At eight in the evening of the 17th of August, the Gibraltar made the signal of the appearance of fifteen sail on the Barbary shore, to the eastward of Ceuta. The fleet was by no means in a situation fit for sailing, most of the ships having their top-masts struck and their sails unbent. Such, however, were the exertions of the officers and crews on receiving intelligence of the enemy's approach, that by ten that night the admiral was enabled to put to sea with the following ships:—

Ships.	Guns.	Commanders.
Namur	90	Hon. Edw. Boscawen, admiral of the Blue. Captain M. Buckle.
Prince	90	T. Broderick, vice-admiral of the Blue. Captain J. Peyton.
Newark	80	W. Holburne.
Warspight	74	J. Bentley.
Culloden	74	Smith Callis.
Conqueror	74	W. Lloyd.
Swiftsure	74	Thos. Stanhope.
Edgar	64	F. W. Drake.
St. Albans	64	Edw. Vernon.
Intrepid	64	Edw. Pratten.
America	60	J. Kirk.
Jersey	60	J. Barker.
Guernsey	30	Lieut. M. Kearney.
Portland	50	Capt. J. Maplesden.
Shannon	32	Cha. Meadows.
Etna (fire-ship)		Rich. Bickerton.

At day-light on the 18th, Admiral Boscawen discovered the Gibraltar, and soon afterwards saw seven sail lying-to; eight of the enemy's ships having parted company in the night. Those which remained were:—

Ships.	Guns.	Commanders.
L'Ocean	80	M. de la Clue, admiral. Capt. M. de Caine.
Le Redoubtable	74	M. de St. Agnan.
Le Centaure	74	M. Sabran de Grammont.
Le Temeraire	74	M. de Castillon.

Ships.	Guns.	Commanders.
Le Souverain	74	Capt. M. de Panat.
Le Guerrier	74	M. de Rochemaure.
Le Modeste	64	M. de Lac Monvert.

On the first appearance of the English ships, M. de la Clue mistook them for those of his own squadron, from which he had been separated the preceding night. He, therefore, made the private signal, which not being answered, he discovered his error, and endeavoured to escape. Having a fresh gale, our fleet rapidly approached the enemy, and at half past two in the afternoon the headmost ships commenced a close action. The Namur, however, could not get up with the Ocean till near four, when Admiral Boscawen vigorously attacked the French admiral. In about half an hour the Namur's mizen-mast and both top-sail yards were shot away, on which M. de la Clue made sail from him. The Centaure, the sternmost of the enemy's ships, had received so much damage, from having stood the fire of every ship that passed her, that she was obliged to strike; her commander and 200 of the crew being killed and wounded. Admiral Boscawen shifted his flag into the Newark, and having left the Edgar in charge of the prize, continued all night in pursuit of the flying enemy.

Two of their best sailers having altered their course in the night, only four sail were seen on the morning of the 19th, standing in for the land in Lagos Bay. At nine o'clock three of them came to an anchor; the Ocean ran among the breakers, and the moment she struck, her masts went by the board. The Intrepid and America, commanded by Captains Pratten and Kirk, were ordered to destroy the Ocean; but Captain Prat-

ten, having let go his anchor too soon, was unable to join in the attack. Captain Kirk proceeded to execute the service alone, and upon receiving the first fire of the America, the Ocean struck. The captain immediately sent his first lieutenant on board to take possession of her. M. de la Clue, who had one leg broken and the other wounded, had been landed half an hour, and died of his wounds soon after the action. Finding it impossible to bring off his prize, Captain Kirk ordered her to be set on fire. Captain Bentley in the Warspite was sent to attack the Temeraire, which struck after receiving a few broadsides. At the same time Vice-admiral Broderick with his division burned the Redoubtable, which had been deserted by her crew, and brought off the Modeste with very little damage.

The loss sustained by the English squadron in this engagement amounted to fifty-six men killed and 196 wounded. That of the enemy was never ascertained. Admiral Boscawen sent home Captain Buckle with the news of this victory, and himself returned to Gibraltar with his prizes. Having repaired the damages which his ships had sustained in the action, he soon afterwards sailed for England with part of them, leaving the remainder, under Admiral Broderick, to block up that part of M. de la Clue's squadron which had escaped and taken shelter in Cadiz.

On the 14th of April, Captain Timothy Edwards, in the Favorite sloop of 14 guns and 110 men, cruizing off Cadiz, discovered a sail standing towards him, on which he immediately prepared for action. As she approach-

ed she hoisted French colors, fired a broadside at the Favorite, and being a good sailer, passed that vessel. Captain Edwards gave chase till eight at night, when, having approached pretty near to the enemy, he gave her two or three broadsides, which she returned. The Favorite was, however, unable to bring her to close action that night, but still continued to chace. About three the next morning, being about a mile from the Frenchman, it fell calm; on which the crew taking to their oars, rowed almost within musket-shot, and engaged the enemy very smartly for about a quarter of an hour. She again got away, and Captain Edwards perceiving that his people were much fatigued with the exertions they had already made, ordered half a pint of wine to be distributed to each, after which they rowed away with renewed vigor. About half past five they overtook the enemy, when it immediately fell calm. After a desperate action of two hours and a half the enemy struck, and at the same moment the main-top-mast of the Favorite went away; this circumstance gave her gallant crew no small uneasiness, fearing lest their antagonist should take advantage of the disaster and effect his escape. Their boat being shot through in many places, it was some time before they could get her ready to take possession of their well-earned prize, which proved to be La Valeur from St. Domingo, mounting 24 guns, twelve and nine-pounders, and having on board 110 men. The guns of the Favorite were only six and three-pounders: her complement of men was nearly equal to that of the enemy; but a lieutenant and sixteen men had been put on board a small vessel she took a few days before, and the remainder of her crew, besides fighting and working the ship, had twenty-five prisoners to guard. In this

encounter the Valeur had thirteen men killed and nine wounded. The Favorite had only seven wounded, but her masts and rigging were dreadfully shattered. She had only two rounds and a half of powder left when the enemy struck, having fired fifty broadsides. Captain Edwards had been lieutenant of the Tartar; several others who had belonged to that vessel were likewise on board the Favorite, and all of them declared that it was the most desperate engagement they had ever witnessed. The prize being a fine ship, was purchased into the service by Admiral Boscawen, who appointed Captain Edwards to command her as a post ship.

Early in this year a squadron was fitted out for the purpose of joining that of Rear-admiral Durell, already on the North American station. Rear-admiral Holmes had sailed for the same quarter in February, and before the expiration of the same month Sir Charles Saunders left Spithead with eight ships of the line, and several smaller vessels and fire-ships, to take the command of these united squadrons, and to proceed with them to besiege Quebec. The admiral having joined Rear-admiral Durell, and touched at Louisburg, he there took on board a large body of troops, under the command of Major-general Wolfe. He then shifted his flag from the Neptune into the Stirling Castle, and proceeded up the river St. Lawrence with those ships which drew the least water and the transports. On the 27th of June the troops were landed, and at midnight on the 28th the enemy made an attempt to burn the British ships, by sending down seven fire-ships from Quebec; but though the ships and transports were so numerous as nearly to cover the channel, they were all towed clear and aground without doing any damage. A similar attempt was made on the 28th of the following month, but with no

better success. As the operations of the siege were entirely confined to the army, it will be sufficient to state, that after a severe engagement between the armies, in which a national loss was sustained by the death of the heroic commander in chief, General Wolfe; the governor, M. de Ramsay, on the 17th of September, sent out a flag of truce to propose a capitulation. The terms being agreed to, the British army took possession of the upper, and Captain Palliser, with a detachment of seamen, of the lower town.

After this important conquest, Admiral Saunders sent home the large ships, under the command of Rear-admirals Holmes and Durell, and himself followed them on the 18th of October, leaving the command of the fleet in America to Lord Colville.

Commodore Moore, who commanded on the Leeward Island station, having been joined early in the year by a reinforcement of ships from England, bringing a large body of troops, under the command of Major-general Hopson, it was resolved to attack the island of Martinico. This enterprize, however, proved unsuccessful, and they proceeded to Guadaloupe.

The town of Basse-terre, the metropolis of that island, was very strongly fortified, and was thought by the chief engineer to be impregnable against the fire of ships; but the enterprizing spirit of Commodore Moore was not to be deterred from making an attack. Having made the necessary preparations, and arranged his ships in the most advantageous manner for cannonading the place, on the morning of the 23d of January the firing commenced, and was continued with the utmost spirit till night, when the citadel and all the batteries were effectually silenced. The bombs set fire to the town in

several places, and it continued burning without intermission during the whole of the ensuing day. The troops were then landed, under the conduct of the Captains Shuldham, Gambier, and Burnet, and took possession of the town and fort without opposition. Notwithstanding this success, the governor of the island continued to make an obstinate resistance of above three months, and did not capitulate till the 1st of May. During the attack of Guadaloupe, Commodore Moore having received intelligence of the arrival of a strong squadron from France for the relief of the colonies, immediately called in his cruizers, and sailed to Prince Rupert's Bay, in Dominica, that he might be the better able to intercept the enemy. M. Bompart, the commander of the French squadron, did not arrive off the island till the day it capitulated. When he was informed of its situation, he proceeded for Martinico, and eluding the vigilance of Commodore Moore, sailed some time afterwards for St. Domingo. The conquest of Guadaloupe was succeeded by the surrender of the small islands of Marigalante, the Saints, and Deseada.

ENGAGEMENT OFF PONDICHERRY.

In the East Indies, Admiral Pocock continued to manifest his usual perseverance and activity. On the 17th of April he sailed for the coast of Coromandel in quest of the French fleet, which, towards the conclusion of the preceding year, had repaired to the islands of Mauritius and Bourbon to refit. As they were daily expected on the coast, the English admiral stationed his ships in such a manner that the enemy could not pass unobserved. Here he patiently waited for them till the

1st of September, when the want of water obliged him to put into Trincomale, having first taken the precaution to dispatch the Revenge, a frigate belonging to the East India Company, to cruize of Ceylon, and to give notice of the enemy's approach.

The admiral's force now consisted of the following ships:—

Ships.	Guns.	Commanders.
Yarmouth	68	George Pocock, vice-admiral of the Red. Captain J. Harrison.
Grafton	68	Charles Stevens, rear-admiral of the Red. Captain Rich. Kempenfelt.
Elizabeth	64	R. Tiddiman.
Tiger	60	W. Brereton.
Sunderland	60	Hon. J. Colville.
Weymouth	60	Sir W. Baird.
Cumberland	58	J. S. Somerset.
Newcastle	50	C. Michie.
Salisbury	50	Digby Dent.
Queenborough	20	—— Kirk.

At ten in the morning of the 2d of September, a French frigate was observed in chace of the Revenge, and their whole fleet was soon afterwards observed from the mast-head. In force it was considerably superior to the English squadron, as appears from the annexed statement:—

Ships.	Guns.	Commanders.
Le Zodiaque	74	Comte D'Aché, admiral. M. Gotho, first captain Chevalier de Monteuil, second captain.

Ships.	Guns.	Commanders.
Le Minotaure	74	M. L'Aiguille, chef d'escadre,
Le Comte de Provence	74	M. le Chaire.
Le Centaure	74	M. Surville, senior.
L'Actif	64	M. Bauchêne.
Le Vengeur	64	M. de Palliere.
L'Illustre	64	M. de Ruis.
La Fortune	64	M. de Lohry.
Le Duc D'Orleans	60	M. Surville junior.
Le St. Louis	60	M. Joannis.
Le Duc de Bourgogne	60	M. Bouvet.
La Sylphide	36	
La Diligente	24	

Notwithstanding the advantage on the part of the enemy, Admiral Pocock immediately made the signal for a general chace, and stood towards the enemy with all the sail his ships could carry. The frigate which was in chace of the Revenge no sooner discovered the British squadron, than she tacked and rejoined her companions. The French commander, although so superior in force, edged off, and endeavored to steal away undiscovered under favor of the night; and the wind lulling, Mr. Pocock could not overtake him. As it now grew dark, the Revenge was ordered to sail to the south-east, and, if possible, not to lose sight of the enemy. About eleven at night the Revenge made the signal for discovering them, on which the whole squadron bore down under a press of sail. A violent squall coming on, once more disappointed the hope of bringing the enemy to an engagement, and obliged the English fleet to bring-to and reef their top-sails.

At day-light of the 3d, the French squadron was again discovered at the distance of five or six leagues. Admiral Pocock immediately gave chace; and continued to gain upon the enemy. M. D'Aché finding it dangerous to trust entirely to the swiftness of his ships, formed in line of battle; on which the admiral likewise made the signal for the line of battle, and stood for the centre of the enemy's squadron, which kept under way, and appeared to go before the wind. The wind failing as the day advanced, and the Newcastle and Tiger being very bad sailers, it was near sun-set before the line was completely formed.

In this position it was hoped that the enemy might be brought to an engagement, but M. D'Aché had no such intention. His design was to avoid the danger of a close chace by forming the line, and to cause his antagonist to lose his time in doing the same, in the expectation that a favorable breeze or night might intervene, to rescue him from his inveterate pursuers. In pursuance of this plan, when, about a quarter after five, the English squadron was nearly abreast of the enemy, they wore, and came to the wind on the other tack; on which our ships tacked, the rear first, and stood away in a direction parallel with the enemy, at the distance of four miles. They had little wind till near ten, when a fresh gale sprung up from the north-west. The admiral ordered his ships to haul close to the wind under top-sails, and to form the line a-head. This shift of the wind brought the enemy astern, and a little on the weather-quarter of the English line. The weather proving hazy, they soon disappeared, though the Revenge used every exertion to keep them in sight. Running a-head the next morning, she made a signal for seeing four sail, which the squadron

was immediately ordered to chace; but after six hours, seeing no more than two ships, and concluding they did not belong to M. D'Aché's squadron, the admiral called in the Revenge, and stood to the northward, under the idea that the French had stood away for Pondicherry. He, therefore, made all the sail he could for that port, and arrived in the offing eight hours before M. D'Aché.

It was early in the morning on the 8th, when Admiral Pocock arrived off Pondicherry. No ships were then in the road, but at one in the afternoon the enemy was discovered towards the south-east, standing to the southward with the sea-breeze. To prevent their passing the English squadron, a good look-out was kept the following night. At two in the afternoon of the 9th, the wind springing up, the admiral made the signal for a general chace. At four the enemy formed in a line of battle abreast, and bore down upon him; but night advancing, they seized the opportunity to sheer off. The Revenge was, in consequence, ordered to watch their motions, and at six in the morning of the 10th, the French squadron was discovered at the distance of eight or nine miles, formed in a line of battle ahead on the starboard tack. The English admiral bore down upon them in a line of battle abreast; but at ten the enemy wore and formed the line ahead on the larboard tack. At eleven the English squadron did the same, and kept edging down upon them. Rear-admiral Stevens, who led, began the engagement, and about two in the afternoon, the Yarmouth being nearly abreast of the French admiral's second in the rear, and within musket-shot, M. D'Aché made the signal for battle. Admiral Pocock immediately did the same, and the engagement became general. The two squadrons continued to can-

nonade each other with great fury, and the action was maintained with great bravery on both sides till four, when M. D'Aché having received a wound which rendered him insensible; and his first captain, M. Gotho, being killed, the officer next in command on board the Zodiaque wore the ship to join the rear, which now began to give way. Captain Colville, in the Sunderland, had some time before got up and engaged their sternmost ship. The rest of the French squadron mistaking the movement of the Zodiaque for flight, bore away with all the sail they could crowd. Admiral Pocock continued to pursue them till dark, when he ordered the Revenge to observe their motions, and brought-to with his squadron on the larboard tack, in order that the disabled ships might repair their damages. The Tiger had her mizen-mast and main-top-mast shot away, and the ship was otherwise much disabled. The Newcastle was much damaged in her masts, yards, and rigging; and those of the Grafton and Elizabeth had sustained considerable injury. The Weymouth and Sunderland were the only ships that had not suffered, as they could not get properly into action, because M. D'Aché began to engage before they could close, so that they were excluded from any share in the conflict, the whole brunt of which, till towards the conclusion, was borne by only seven ships of the English squadron.

In this engagement the loss on both sides was very great. On board the English fleet 118 men were killed and 451 wounded, of whom sixty-eight died soon after the action. Among the former were Captain Michie of the Newcastle, Captain Gore and Lieutenant Redshaw of the marines, and Lieutenant Elliot of the Tiger. Captain Somerset of the Cumberland, and Captain

Brereton of the Tiger were wounded. The loss of the enemy amounted to 1500 killed and wounded. Among the former were M. Gotho, captain of Zodiaque, and M. Surville of the Centaure. The commander in chief, M. D'Aché, was severely wounded.

At day-light on the 11th the enemy were discovered lying-to, at the distance of about four leagues; but on discovering the English squadron, they immediately wore and brought-to on the contrary tack. In the evening they had got almost out of sight, and the wind springing up to the eastward, the British admiral stood away for Negapatam, before which place he continued cruising till the 15th. He then came to an anchor in the road, where he continued till the 26th, when he once more put to sea in quest of the enemy.

On the 27th the French ships were discovered at anchor under the guns of Pondicherry, and drawn up in a line of battle. On the appearance of the British fleet M. D'Aché got under weigh, and being desirous to avoid an action, he stood to the southward under a press of sail. The state of his ships, and the want of provisions, prevented Admiral Pocock from pursuing the French squadron, and he returned to Madras, where he came to an anchor the following day. On the 17th of October he set sail for Bombay, and on the 18th was joined by Rear-admiral Cornish, with a reinforcement of ships from England.

At the conclusion of the year an occurrence took place in Bengal, which reflected great honor on the conduct of Captains Wilson, Forrester, and Sampson, of

the Calcutta, Duke of Dorset and Hardwicke East Indiamen, each of which carried 26 guns. The governor of Batavia had sent seven large armed vessels, the Vliessingen Bleiswyke, and Wilgeleager, of 36 guns each; the Princess of Orange, Elizabeth, Dorothea, and Waereld, of 27, and the De Mossal of 16 guns, with a great number of troops, under the pretext of reinforcing the Dutch garrison at Chinsura. Soon after he had entered the Ganges, the commodore, however, thought fit to detain several English ships which were going down, and among the rest the Calcutta. Her commander, Captain Wilson, immediately represented the conduct of the Dutch to Colonel Clive, who immediately ordered the Captains Forrester and Sampson of the Duke of Dorset and Hardwicke, which were the only ships belonging to the company then in the river, to proceed down with all possible expedition, and revenge the insult, by attacking the Dutch ships. His instructions were promptly obeyed. Notwithstanding the numbers of the enemy, the two East Indiamen bore down upon them, and the action was commenced with great intrepidity by Captain Forrester. He was soon supported by his brave companions, who attacked the enemy with such fury, that two of the Dutch ships soon slipped their cables and fled, and a third was driven on shore. The Dutch commodore, unable to resist the impetuosity of his assailants, struck his colors, and his example was followed by two other ships of the squadron. The seventh cut her cable and attempted to escape down the river, but was intercepted in her flight by the Orford and Royal George, which had just arrived. The loss on board the Dutch ships was not ascertained, but the slaughter must have been considerable, as upwards of thirty dead bodies

were thrown overboard out of one vessel only after the action. On the part of the English not a single life was lost. This affair was soon afterwards adjusted. The Dutch paid 100,000l. for the damages sustained by the English, on which the captured ships were restored.

ENGAGEMENT OFF THE ISLE OF MAN.

At the conclusion of the year 1759, a small squadron had been fitted out at Dunkirk, for the purpose of making a descent on some part of the British coast where it was least expected. It consisted of the Marechal de Bellisle of 44 guns, the Bijou of 36, La Blonde of 32, La Terpsichore of 26, and L'Amaranthe of 24 guns; which had on board 1900 land forces. The command of this armament was given to M. Thurot, an enterprizing officer, who seized an opportunity when the English squadron, by which he was blocked up, was blown from its station, slipped out of Dunkirk, and arrived at Bergen in Norway. The Bijou having received some damage on the passage, returned to France, and soon after he sailed from Bergen, the Amaranthe parted company and proceeded to St. Malo.

On the 21st of March 1760, M. Thurot with the other three ships appeared off Carrickfergus in Ireland, and after landing his troops attacked the place. Lieutenant-colonel Jennings with a few invalids made a spirited defence, but was soon obliged to submit to the bold adventurer. Having laid the town under contribution, and procured a supply of provisions, of which they were in great want, the enemy spiked the guns in the fort, re-embarked and departed, leaving behind them M. Flobert, the general of the land forces, who had been

wounded in the attack. Meanwhile Captain Elliott of the Æolus, which, with the Pallas and Brilliant, was then lying at Kinsale, received intelligence that M. Thurot was on the coast, and immediately put to sea in quest of him. The force of Captain Elliott's little squadron was as follows:

Ships.	Guns.	Men.	Commanders.
Æolus	32	220	Capt. John Elliot.
Pallas	36	240	M. Clements.
Brilliant	36	240	James Logie.
	104	700	

On the 24th of March, Captain Elliott sailed from Kinsale, and in the evening of the 26th made the entrance of the harbor of Carrickfergus, but was prevented from entering it by contrary wind and bad weather. About four in the morning of the 28th the ships discovered the French squadron, consisting of the following vessels:—

Ships.	Guns.	Seamen.	Soldiers.	Commanders.
Le Marechal Bellisle	44	226	430	M. Thurot.
La Blonde	36	200	200	M. La Caisse.
La Terpsichore	24	60	170	M. Desraudais.
	104	486	800	

The enemy when first discovered were bearing northward, towards Scotland, close by the wind; but on perceiving the English ships, they changed their course to

the southward, in the hope of escaping, upon which Captain Elliott pursued, and about six came up with them. About nine, being then off the Isle of Man, Captain Elliott got alongside the French commodore, who, after an obstinate action of an hour and a half, surrendered. Three of his men were killed in attempting to strike the colors, which was not done till some minutes after M. Thurot's orders to that effect were given, and during this interval he himself was killed. La Blonde, following the example of the Bellisle, likewise struck; on which the Terpsichore endeavored to escape, but was pursued by the Pallas, which soon came up with and took her. In this action, which was fought between the Mull of Galloway and the Isle of Man, in view of that island and of the Scotch and Irish shores, the loss on board the English was five men killed and thirty-one wounded. The enemy had about 300 men killed and wounded, among whom were several officers besides the commander. The ships were all greatly disabled, and it was with difficulty that the Bellisle, which had suffered most, was carried into the harbor of Ramsay, in the Isle of Man. Having refitted, Captain Elliott proceeded to Plymouth with his prizes, of which the Blonde and Terpsichore were added to the royal navy. The thanks of the Irish parliament were unanimously voted to the three gallant captains for the services they had performed on this occasion.

ACTION OFF LISBON.

On the 18th of March, the Flamborough, commanded by Captains Kennedy and Skinner, sailed from Lisbon on a cruise, and on the 4th of April Captain Kennedy

discovered four sail. He immediately made a signal for having discovered an enemy to Captain Skinner, who was then three miles to leeward, on which he stood towards them, and soon came within gun-shot of the headmost, which brought-to about five in the afternoon. He fired several shots to invite her to action, and at the same time hoisted his colors. About half an hour afterwards the sternmost brought-to. Captain Kennedy now plainly perceived that they were French frigates, two of which, on a signal from the other, immediately made the best of their way. They soon afterwards hoisted French colors, on which the Flamborough edged away, and at six joined her consort, when the enemy instantly hauled their wind, and stood to the eastward. Notwithstanding the superior force of the enemy, and although there were several other ships in view, to whom they appeared to be making signals, the brave British captains wasted no time in consultation; but the only question between them, when sufficiently near to hear each other, was: "Shall we engage?" This they were not long in deciding, and the word was: "Now for honor!" The crews of the English ships then saluted each other with three cheers, and stood in a line towards the Frenchmen, who seeing this, hauled up, and obliged the English to make the attack.

At a quarter before seven, the Flamborough came up with the sternmost ship, which immediately poured a broadside into her. This was immediately returned by Captain Kennedy, who, leaving his antagonist to the Biddeford, kept after the headmost ship to prevent her escape. Having overtaken her, he lost no time in bringing her to a close action, which was continued for two hours with great spirit on both sides. By this time the

masts, rigging and sails of the Flamborough were very much shattered, most of the running rigging was cut to pieces, and not a brace nor bow-line left to govern the sails. The hull likewise received several shot between wind and water, which were timely secured. The firing now ceased on both sides for half an hour, during which interval new braces were received, and the damages the ship had sustained were repaired in the best manner possible. The engagement was then renewed, and continued with unabated fury till eleven at night, when the enemy's fire began to slacken. The Frenchman now made all the sail he could, and used every exertion to make her escape, which, from her superiority in point of sailing, she was enabled to effect. The Flamborough did not desist from the pursuit till noon the next day, when he returned to Lisbon to refit.

Meanwhile the Biddeford, having closed with the commodore about seven, Captain Skinner commenced a furious and well-directed attack; but half an hour afterwards this gallant officer was killed by a cannon-ball, while standing on the arms chest to inspect the operations of his people, and to animate them by his applause and example. Lieutenant Knollis then succeeded to the command, and with great coolness and bravery directed the action till eight, when he fell, after having received a second shot in his body. He was carried below, apparently lifeless. The crew, not discouraged by these losses, but rather inspired with increased fury, kept up a most tremendous fire, which was returned with equal spirit by the enemy. The command now devolved on Mr. Stace the master. The engagement was maintained with unabated obstinacy, and their appeared to be on each side a hard struggle for victory.

The crew of the Biddeford became more cool and steady; a principle of duty took the place of rage, and they fought, if possible, better than before; one post vying with another, gun with gun, and platoon with platoon, which should send the quickest and surest destruction on the foe. Numbers of the wounded men even returned to their quarters as soon as the surgeon had dressed their wounds, which business was expeditiously performed. The enemy, going large under an easy sail, kept fairly abreast of the Biddeford during the whole action, so that the latter had no occasion to touch a brace or a bow-line, which were all shot to pieces. About ten their fire slackened apace; one gun became silent after another, till at length they scarcely made any return, not discharging above four guns during the last quarter of an hour, though very near, and receiving the whole fire of the Biddeford. The English now judged that their antagonist was going to strike; instead of which, he was preparing for flight, and at half past ten made off with every rag of sail he could set. The Biddeford then poured into him a whole broadside and a volley of small arms, which were the last guns that could be brought to bear on him. Mr. Stace attempted to pursue the enemy, but the rigging, masts, and yards were so shattered and disabled, that the ship was under no government. The enemy, therefore, went a head very fast, and in half an hour she disappeared.

It was afterwards found that the vessels which the Flamborough and Biddeford had so gallantly engaged were two frigates, La Malicieuse of 36 guns and 300 men, commanded by M. de Goimpy, and L'Ophale of 32 guns and 280 men, commanded by the Marquis D'Ars.

In this obstinate conflict the Flamborough had five men killed and ten wounded. The Biddeford besides losing her gallant captain, had nine killed and twenty-six wounded. The brave Lieutenant Knollis, who was among the latter, died a few days after the action, at Lisbon. He was interred in the British burial-ground, in that place, together with his lamented commander, of whom it has been observed, that no man holding such a private rank in the navy, ever fell more generally or more sincerely deplored, as well on account of the gallantry displayed in the last action of his life, as the many virtues which adorned his private life.

In the spring of this year, 1760, Captain Byron was sent from England with a small squadron to demolish the fortifications of Louisburg. While employed in that service, he received information that several French ships of war and store-ships dispatched from France to relieve the garrison of Montreal, to which the English had laid seige, were at anchor in the bay of Chaleur. He accordingly proceeded to that place with his own ship, the Fame, of 74, the Repulse, of 32, and the Scarborough, of 24 guns. On the 24th of June he entered the bay, and discovered the French ships at anchor. On his approach they retired higher up the bay, landed their men, and began to erect batteries on the shore, to prevent his passage up the channel, which was very narrow and shallow. Captain Byron, however, ordered his ships to be lightened, when they were with some difficulty warped, within gun-shot of the enemy, who set fire to their vessels, and escaped on the shore. The batteries were soon silenced, and a body of seamen and marines being landed, they destroyed the fortifications,

together with twenty sail of schooners, sloops, and small privateers. The ships burned by the enemy, were the Mechault, of 32, the Bienfaisant, of 22, and the Marquis de Marloze, of 16 guns.

ACTION NEAR PORT AU PAIX, ST. DOMINGO.

In the West Indies Rear-admiral Holmes, who had succeeded Vice-admiral Cotes in the command on that station, being informed that a convoy of frigates and merchant-vessels was expected to sail from Cape Francois, in the month of October, he dispatched three ships of his squadron to intercept them. These were:

Ships.	Guns.	Men.	Commanders.
Hampshire	50	300	Capt. C. Norbury.
Boreas	28	200	.... S. Uvedale.
Lively	20	160	.... F. Maitland.
	98	660	

On the 17th of October, at sun-rise, these ships discovered the enemy's convoy, composed of the following ships:

Ships.	Guns.	Men.	Commanders.
Sirenne	32	280	Commodore M'Cartie
Duc de Choiseul.	32	180	M. de Bellevan.
Prince Edward	32	180	M. de Dubois.
Fleur de Lys	32	180	M. de Duguarty.
Valeur	20	160	M. Talbot.
	148	980	

The English ships immediately gave chace, but their utmost efforts were baffled during the whole of the day by light and variable winds, so that they neared the enemy very slowly. In the evening the breeze freshened, and brought them up fast with the chace. At twelve at night the Boreas being the head most ship, got alongside the Sirenne. They engaged with great fury for half an hour, when the Sirenne declined the action, shot a-head, and endeavored to escape. The Boreas was so disabled in her sails and rigging, that Captain Uvedale could not again close with the French commodore till two in the afternoon of the next day, when a vigorous action re-commenced off the east end of Cuba, and continued till near five, when the enemy struck.

At the time Captain Uvedale first engaged the Sirenne, he was to the northward of the Hampshire and Lively, which were in chace of the other four frigates, that were making the best of their way to the southward; but the night being dark and squally, they were only able to keep sight of them.

On the 18th, at day-light, the enemy were six miles a-head of the Lively, making every possible exertion to reach the west end of Tortuga, and to get into Port au Paix. The Lively, whose crew plied their oars with great alacrity, was considerably a-head of the Hampshire, and got up alongside the Valeur, the sternmost of the enemy at half past seven. Captain Maitland immediately brought her to action, and after an obstinate contest of an hour and a half the Valeur struck.

The Hampshire meanwhile continued in chace of the other three frigates, and a breeze springing up, she

gained upon them so fast, that between two and three in the afternoon she got between the two headmost ships, the Duke de Choiseuil and the Prince Edward, and opened her fire upon them. The former having the advantage of the wind, made good her retreat and escaped into Port au Paix; the other ran a-shore about two leagues to leeward, and struck her colors, but just as the crew of the Hampshire were preparing to take possession, the enemy set her on fire, and she blew up.

On the morning of the 19th, the Hampshire having the Lively and her prize in company, made sail towards Fresh-water Bay, situated a little to the leeward of Port au Paix, with a view to take or destroy the Fleur de Lis, the sternmost of the three frigates, she had chased the day before, but on the approach of the English ships, she was likewise set on fire and blown up by the enemy. Three of these vessels were king's frigates; the other two belonged to merchants, and they were all laden with indigo and sugar.

In this encounter the Sirenne had eighty men killed and wounded. On board the Valeur, a lieutenant and thirty-seven men were killed, and the captain, master, and twenty-three men wounded. The loss on board both the English ships which were engaged, amounted only to three men killed and one wounded.

During the remainder of the year no other naval transaction of importance occurred. On the 27th of October King George II died suddenly, at Kensington, and was succeeded by his grandson, his present majesty.

At this period the state of the royal navy was as follows:—

	Of the Line.	Of 50-guns.	Frigates.	Total.
In commission	99	19	106	224
In ordinary	20	7		27
Building	17			17
Total	136	26	106	268
Sloop, fire-ships, bomb-ketches, cutters, &c. about				100
			Total	368

NAVAL TRANSACTIONS,

FROM 1760 TO THE PEACE OF 1763.

Various Actions—Expedition against Belleisle—Squadron under Captain Matthew Buckle—Detachment of Ships sent under Sir Thomas Stanhope—Squadron sails for the West Indies, under Rear-admiral Rodney—Fleet under Vice-admiral Saunders—Squadron under Commodore Lord Colvill, in North America—Do. at the Leeward Islands, under Commodore Sir James Douglas—Fleet sent under Rear-admiral Rodney, on an Expedition against Martinique—Squadron under Rear-admiral Holmes, at Jamaica—Fleet in the East Indies, under Rear-admirals Stevens and Cornish—Do. under Commodore Tiddeman—Squadron under Commodore Spy—Do. under Commodore Peter Dennis—Fleet sent in quest of M. de Ternay, under Sir Edward Hawke—Squadron under Commodore Mann—Fleet under Sir Charles Hardy—Do. under Sir Charles Saunders—Do. under Rear-admiral Rodney—Do. under Sir George Pocock—Do. under Vice-admiral Cornish.

As our naval history now becomes more interesting, (this being about the period of his present majesty's accession to the throne) our descriptions will consequently be more copious, and, at the end of each chapter, biographical sketches of particularly eminent commanders, shall be occasionally introduced: thus, by dwelling upon recent occurrences, and preserving the memories of illustrious heroes, whose bright achievements have adorned the British flag, we trust our Regis-

ter of Naval Actions will not only gratify the readers of the present day, but be to posterity "An Abstract and Brief Chronicle of the Times."

The channel fleet under the command of Sir Edward Hawke, kept its station in Quiberon Bay, and continued to block up the French ships of war, in the river Vilaine, until the 2d of January, when, taking the advantage of an extreme dark night and a favorable wind, and though closely pursued by a squadron detached under the command of Captain Sambier, they effected their escape into Brest. So large a fleet being now considered unnecessary in Quiberon Bay, Sir Edward Hawke returned to England in the month of March, leaving a sufficient number of ships to watch the enemy's motions.

Captain Joseph Hunt, of the Unicorn, of 24 guns and 200 men, having been sent out on a cruize off the coast of France, on the 11th of January, fell in with, off the Penmarks, a French frigate, called La Vestales, carrying 30 guns, and 220 men. The enemy was first discovered at eight o'clock in the morning, and brought to action after a chace of two hours. Captain Hunt unfortunately had his right thigh shattered at the third broadside, by a shot, which occasioned his death about an hour after the action was closed, by the surrender of the Vestale. Lieutenant Symonds, after his captain fell, took the command, and, after a severe conflict of two hours, compelled the Vestale to surrender. For this brave action Mr. Symonds was promoted to the rank of master and commander. The Vestale had several men killed and wounded; among the latter was her commander, who died of his wounds the next day. She was taken into the navy and named the Flora. The

Unicorn had nine men killed and two wounded. A well-authenticated circumstance, relative to the death of Captain Hunt, does too much honor to his humanity to be suppressed. Almost immediately after he was carried into the cock-pit, while the surgeon and his attendants were busily employed in examining his wound, and endeavoring to succor him, one of the seamen less dangerously wounded than himself, was brought down also: he immediately forbade all farther attention being paid him, saying, that he feared his own case was a desperate one, and positively insisted they should proceed to take proper care of their other patient, as his life might probably be preserved. This truly brave man preserved his senses, strength, and resolution, just long enough to be capable of knowing the enemy had surrendered, of which having expressed his satisfaction, he, fainting, never uttered another word, though he continued to breathe nearly an hour.

On the 13th of January, as Captain Symonds was standing into the channel with his prize, he observed two ships in close action; upon which he instantly bore down to assist which ever might be his friend. On the Unicorn's approach the French ship made sail and got off. Captain Symonds found the ship with which the enemy was engaged, to be the Sea-horse, of 20 guns and 160 men, commanded by Captain Smith, who was on his passage to Bencoolen, with the astronomers, to observe the transit of Venus over the sun. The Sea-horse had eleven men killed and thirty-eight wounded. Her masts and rigging were so much crippled, that she was obliged to return into port to refit. The enemy's ship was L'Aigrette, of 32 guns, and was one of those,

who, with La Vestale, two ships of 64 guns, and the Calypso had escaped out of the river Villaine.

On the 23d of January, Captain John Elphinstone in the Richmond, of 32 guns, and 230 men, being on a cruize off the coast of Flanders, received intelligence that a French frigate had taken an English merchant vessel. He immediately proceeded in quest of the enemy, whom he was fortunate enough to fall in with at eleven o'clock the same night. During a short time after the enemy was discovered, he bore up with much apparent resolution, but soon hauling his wind, suddenly endeavored to escape. Captain Elphinstone gave chace, and coming up with his antagonist about half past ten o'clock the next morning, began to engage, standing in for the land. At half past twelve both the ships ran ashore, alongside of each other, off St. Gravesande, near the Hague. The engagement continued for a few minutes in this situation, when the Frenchmen fled from their quarters. On the flood-tide the Richmond got afloat, but before she could bring up was driven out of gun-shot. The enemy took advantage of this opportunity to quit their ship, and to escape to shore. The next day Captain Elphinstone sent in his boats to take possession of her; but finding she was too fast aground to be got off, they set her on fire. The ship proved to be La Felicite, of 32 guns, bound to Martinico with a cargo valued at 30,000l. on account of the merchants. Her captain fell in the action, and near 100 of her crew were either killed or wounded. The Richmond had three men killed and thirteen wounded.

An amazing concourse of people were assembled on shore to view this action; among the number were the

Prince of Orange, and all the foreign ministers. The Count d'Affey, the French Ambassador, remonstrated with the States General on this breach of neutrality.

Also, on the 23d of January, early in the morning, Captain Alexander Hood, in the Minerva, of 32 guns, and 220 men, being about thirty leagues to the westward of Cape Pinas, gave chace to a large ship, which he soon discovered to be a two-decker. The wind blowing very hard from the eastward, with a great sea, determined Captain Hood to engage the enemy to leeward, to prevent her making use of her lower-deck guns. About twenty minutes past ten he run under her lee and brought her to close action. At eleven o'clock the enemy's fore and main-top masts were shot away, and she fell on board the Minerva. The sea running high, the ships were soon clear of each other; as the enemy dropped astern she tore away the Minerva's sheet anchor, and in a quarter of an hour after her bowsprit and foremast fell overboard. Captain Hood was extremely active in clearing the wreck, which he had accomplished at one o'clock, and again bore down on the enemy, who was three leagues to leeward. At four o'clock he renewed the action, which was maintained with great briskness for three quarters of an hour, when the enemy struck. She proved to be the Warwick, formerly a 60-gun ship in his majesty's service, but had only 34 mounted, with a complement of 231 men and seventy-four soldiers, commanded by M. la Verger de Belair. She was bound to the East Indies with stores and provisions: her loss was fourteen men killed and thirty-two wounded. The Minerva had the same number kil-

led, and thirty-four wounded; in the night her main and mizen masts went by the board.

On the 30th of January Captain Thomas Harrison distinguished himself very notably in an engagement with La Brune, a remarkably fine French frigate, carrying 32 guns and 316 men. The Juno, commanded by Captain Philips Towry, was then in company, but the Venus having a very great superiority in point of sailing, came up with the enemy, and engaged her for two hours before the Juno could get within gun-shot; the moment that was the case, the Brune surrendered. The Venus had on this occasion four men killed and eighteen wounded. Among the latter were Captain Harrison himself, his first lieutenant and master. The Juno had two men wounded. The enemy's ship had suffered far more considerably, having had nineteen killed and thirty-nine wounded. La Brune was taken into the navy.

The same day the Solebay and Amazon took from under a battery near Calais, La Chevret privateer of 18 guns and 160 men. Being a fine ship, she was purchased by government, and named the Pomona, of which we shall have occasion to speak hereafter.

Captain Gamaliel Nightingale, who commanded the Vengeance of 26 guns and 200 men, was not only extremely fortunate as a cruizer during the early part of this year, having captured a considerable number of small French privateers, (among which were the Minerva from Dunkirk, carrying six carriage, four swivel guns, and forty-two men; the Auguste of 12 guns and sixty-seven men; and a second, name unknown, carrying 8 carriage and swivel guns, with a crew of forty-five

men); but he also distinguished himself very remarkably on the 13th of March, in a most spirited encounter with the Entreprenant, a large French ship, equipped for war and merchandize, pierced for 44 guns, but mounting only 26 (twelve and six-pounders), having a crew of 205 men. She was bound to St. Domingo, with a very valuable cargo from Bourdeaux, which she had quitted on the 8th. The Vengeance fell in with her between Ushant and Scilly. Captain Nightingale got close alongside, and began to engage her about five o'clock in the afternoon. After a contest of three quarters of an hour, during which time the Vengeance was five times on fire, twice, as it was supposed, occasioned by the enemy's wads, Captain Nightingale found his rigging and sails so much shattered, that the ship was no longer under command, and the Entreprenant ran her bowsprit over the tafferel of the Vengeance, intending to board her. This attempt was happily frustrated, and Captain Nightingale desisted for a short time from continuing the action, till he had in some measure refitted his rigging and sails. This being accomplished as well as time and circumstances would admit of, he renewed the attack, and with so much vigor during the space of an hour, that the Entreprenant sheered off, and put before the wind. The Vengeance also had for a second time received so much damage in her masts and rigging, that a considerable time elapsed before she could be brought to wear. At length Captain Nightingale for the third time got within pistol-shot of his antagonist, and after a spirited contest, which continued an hour and a half, compelled her to surrender. The Entreprenant had fifteen men killed and twenty-four wounded; the Ven-

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geance had only six killed and twenty-seven wounded, many of whom were dangerously, and some mortally.

The Albany sloop of war, of 16 guns and 125 men, commanded by Captain Brograve, captured off Ushant, the Pheasant, a French corvette, of the same force, commanded by M. de Coudroye; she was purchased into the navy, and soon after lost in the channel. Captain Nelson and the crew perished.

EXPEDITION AGAINST BELLEISLE.

A powerful armament having been prepared by the British ministry, for an expedition on the coast of France, which had been hitherto deferred by the death of George II, the project being now resumed, on the 29th of March, the Hon. Commodore Keppel sailed from St. Helens, with a large squadron of ships of war, and 100 sail of transports, having on board 10,000 land-forces, under the command of Major-general Hodgen, destined for the attack of Belleisle.

This squadron consisted of:—

Ships.	Guns.	Commanders.
Valiant	74	Hon. Augustus Keppel, commodore. Capt. Adam Duncan.
Sandwich	90	Richard Norbury.
Dragon	74	Hon. Aug. J. Hervey.
Temeraire	74	Mat. Barton.
Torbay	74	Wm. Brett.
Swiftsure	70	Sir Thomas Stanhope.
Hampton Court	64	Carr Scroop.
Essex	64	Alex. Schomberg.

Ships.	Guns.	Commanders.
Prince of Orange	60	Sam. Wallis.
Achilles	60	Hon. Sam. Barrington.
Lynn	44	Wal. Stirling.
Launceston	44	Edm. Affleck.
Southampton	32	H. Antrobus.
Melampe	32	W. Hotham.
Adventure	32	Mat. Moore.
Actæon	28	Paul Henry Ouny.
Flamborough	20	Sam. Thompson.
Aldborough	20	Mich. Graham.
Escort	14	Charles Ellis.
Fly	14	Geo. Ga[illegible]ton.
Druid	8	J. Lutt[illegible]l.
Firedrake, bomb	8	J. Orrock.
Infernal, ditto	8	J. Mackenzie.
Furnace, ditto	8	J. Chaplin.
Vesuvius, fire-ship	16	J. Chads.
Ætna, fire-ship	16	M. H. Pascal.

The following joined the squadron off Belleisle:—

Ships.	Guns.	Commanders.
Hero	74	Capt. Wm. Fortescue.
Buckingham	70	Peter Parker.
Burford	70	James Gambier.
Chichester	70	W. S. Willet.
Monmouth	64	John Storr.
Trident	64	Ben. Clive.
Nassau	64	M. Suckling.

On the 7th of April the fleet anchored in the great road of Palais; and the next day a large detachment of

the Achilles and Dragon. The enemy had taken post on the top of an almost inaccessible mountain, where they had strongly entrenched themselves. An attempt to land was made in three places with great resolution: a few grenadiers got on shore and formed themselves; but, as they were not supported, the greater part of them were made prisoners. The rest of the army, after several very brave and repeated efforts, being wholly unable to force the enemy's lines, or make good their landing, were obliged to retire with loss. What added to the disaster was that several of the flat-bottomed boats were destroyed or damaged, in a hard gale which arose when the troops retired from the shore. In this unsuccessful attack the English had 500 men killed, wounded, and taken prisoners. The general and commodore not disheartened by this check, were resolved to persevere in the object of the expedition; accordingly on the 22d, after reconnoitring the coast, it was determined to make a descent at Fort D'Arsie; and in order to divert the enemy's attention, two feints were to be made at the same time on another part of the island. The following is an extract from Mr. Keppel's official letter on this occasion:

"I have now the greatest pleasure in acquainting you that his majesty's troops have made good a landing on the rocks near Point Lockmaria, and cannot sufficiently commend the spirit and good behavior of the troops, in the attempt, and the judgment with which Sir Thomas Stanhope and the rest of the captains of the king's ships directed the fire upon the hills."

The seige was now commenced with vigor, and the garrison, commanded by the chevalier de St. Croix, threatened on their side a long and obstinate defence.

The ships of war which were ordered to second the operations of the army, having brought up at their stations, soon silenced the enemy's batteries. The troops were instantly landed, and after many resolute attacks, obliged the enemy to fly from their redoubts and entrenchments. The town was now abandoned, and the defence confined to the citadel. The moment M. de St. Croix found that the English had made good their landing, he collected his whole force, and retreated to the town of Palais, where he was determined to make a stand. On the 13th of May six strong redoubts were carried with great resolution and intrepidity, and with very little loss. On the 7th of June a practicable breach was made in the citadel, and every necessary preparation made for storming, when M. de St. Croix beat the chamade, and offered to capitulate, on condition that the garrison should march out with the honors of war, which terms were agreed to. The next day the British troops marched into the citadel, and were put in possession of the whole island. The French garrison consisted of 2600 men of whom 922 were either killed, wounded, or taken prisoners. The loss sustained by the British army, amounted to thirteen officers and 300 men killed, fourteen officers and 480 men wounded.

The honorable Captain Barrington of the navy, and Captain Rooke, aid-de-camp to the general, were sent to England with the news of the capture of Belleisle. They were graciously received by his majesty, and each presented with 500l.

After the surrender of Belleisle, in order to attack such of the enemy's ships as might be lying in Basque road, and to destroy the works which had been erected on the Isle of Aix, Commodore Keppel detached the

following squadron under the command of Sir Thomas Stanhope:—

Ships.	Guns.	Commanders.
Sandwich	90	Capt. Richard Norbury.
Swiftsure	70	.... Sir Thomas Stanhope.
Buckingham	70	.... P. Parker.
Monmouth	64	.... J. Storr.
Trident	64	.... B. Clive.
Nassau	64	.... M. Suckling.
Prince of Orange	60	.... Sam. Wallis.
Acteon	28	.... P. H. Ourry.
Fly	14	.... Geo. Gayton.
Furnace bomb	8	.... J. Chaplin.

The Buckingham, Monmouth, Nassau, Acteon, Fly, and Furnace were sent to destroy the fortifications under Captain Peter Parker, which was effectually done towards the end of July. The enemy made some fruitless attempts to destroy our squadron by fire-ships.

Lieutenant John Macbride, commander of the Grace armed cutter, being off Dunkirk, and observing a dogger privateer in the road, immediately left his station to join the Maidstone, and proposed cutting out the privateer that night, if Captain Digges would let him have four boats manned and armed, which he very readily complied with, knowing his abilities and resolution. The boats left the ships at ten o'clock at night, and when they came near the road, laid all their oars across, except two in each boat, which they muffled with

baize, to prevent their being heard at a distance. They rowed in that manner till they were within musket-shot of the privateer; when being hailed they made no answer, but in a few minutes boarded on both sides, and took possession of the vessel without the loss of a man killed, two only being wounded. Captain Macbride shot the lieutenant of the privateer through the head, with a musket, as he was pointing a gun into the boat; besides this person, one common man was killed, and five wounded, belonging to the enemy. This was done within half gun-shot of a fort on the east side of the harbor, but it did not fire at them, and when the prisoners were secured, the captors cut the cables, and sailed out of the road.

On the 13th of August, in the evening, the Bellona, of 74 guns, commanded by Captain Robert Faulkner, being on a cruize off the coast of France, in company with the Brilliant, of 36 guns, commanded by Captain Loggie, had the good fortune to fall in with the Courageux, a French ship of war, carrying 74 guns and 700 men, together with the Malicieuse and Hermione, of 34 guns each. The following is an extract of a letter from Captain Faulkner, dated Lisbon River, August 21, 1761:

"Be pleased to acquaint my lords commissioners of the admiralty, that, on the 14th instant, at three P. M. we saw three sail in the S. W. quarter, Cape Finisterre bearing N. E. half E. distant ten leagues; we immediately gave chace, and by their crowding sail from us, soon suspected them to be enemies; we came up but slowly with them, and continued the chace all night. At five, A. M. we got almost up with the frigates; at six the Brilliant began to engage one of them, and soon

after the other also; at twenty-five minutes after six we came alongside the large ship, and begun to engage as near as possible; at thirty-four minutes after six our mizen-mast went away by the enemy's shot, and at forty-five minutes after six the large ship struck, which proved to be Le Courageux, of seventy-four guns, commanded by Dugue L'Ambert, having on board 700 men, from St. Domingo. The Brilliant continued to engage the two frigates; at half past seven the French frigates bore away, and neither of our ships were in a condition to pursue them; at the same time the prize's main-mast went away. We found our lower rigging much cut, the fore-mast, main-mast, and main-top-mast much shattered: we lost in the action six men, and twenty-eight wounded: the enemy had 240 men slain, and 110 wounded. We sent our first lieutenant, Mr. Male, with other officers, and 150 men, to take possession of the prize, and received 224 prisoners on board; the Brilliant sent fifty men and received 100 prisoners on board; she had five men killed, and sixteen wounded; among the slain is the master."

The particulars officially given are extremely concise, and relate merely to matters of fact; but several very interesting particulars are entirely omitted, owing to the modest inattention of Captain Faulkner. The crew of the Courageux out-numbered that of her British opponant by 150 men; but this disparity was, perhaps, more than compensated for, by the discipline of her crew, and the judgement of her officers. The commencement of this action was, as it were by mutual consent, suspended till both ships were, within musket-shot of each other. The frigates by signal from the commodore, prepared to attack the Brilliant, and the

remainder of the contest was left entirely to the two commanding ships; at the time the mizen-mast of the Bellona was carried away, the rest of that ship's rigging was so completely destroyed by the enemy's fire, as to afford a very probable opportunity for her escape; to prevent this Captain Faulkner immediately resolved to board his antagonist, but their relative situation rendered this measure impracticable, except the Bellona could be wore round, so that she might lay on the opposite quarter of the Courageux. There appeared but little probability that Captain Faulkner would, owing to the disabled state of his ship, be able to carry this measure into execution; in farther prevention of it, the position of the Bellona was extremely unfavorable, so that nothing could have preserved the British ship but a manifest superiority of judgment in officers, and a promptitude of action in her crew: the haul-yards, sheets, and greater part of the running rigging were destroyed, so that the safety of the ship depended in a great measure on the use of her studding-sails. These were so managed by Captain Faulkner and his master, that, with an activity scarcely to be conceived, the Bellona was brought into the desired position, the action was renewed with the utmost spirit from the opposite guns, and as it is officially stated, after an action of thirty-nine minutes only, from its first commencement to its conclusion, the enemy surrendered. "The desperate situation," says Mr. Entick, "from which the English had just recovered their own ship, by mere dint of knowledge and dexterity, made them sensible that any relaxation or delay might soon prove their ruin; there was no trusting to the ship's working, they must either profit by their present position, or be carried in

triumph into France. These reflections accelerated their discharges, which never abated, and were so well served that every shot carried destruction along with it. The sides of the Courageux were shattered and torn by every broadside, and her decks were covered with the slain; yet these wretches had resolved not to survive the disgrace of the day. Some of them, by firing a shot from the lower tier of the Courageux, after their captain had surrendered, and the English, having left their quarters, were congratulating each other on the success of the day, so provoked the conquerors, that the seamen ran to their quarters, and without orders, poured two broadsides into the Frenchman which obliged the imprudent captives to call for quarter, when they had violated the laws of arms, and almost put it out of the power of the victorious commander to save their lives." The disparity of loss sustained by the two ships was almost incredible, for while, as may be seen by Captain Faulkner's letter, that of the Courageux, in killed and wounded, was 330 men; that on board the Bellona, amounted only to thirty-four. About half an hour after the enemy surrendered, her main-mast went by the board; and on her passage to Lisbon she narrowly escaped being burnt by a cask of spirituous liquor accidentally set on fire, from the centinel having carried the candle too near the bung. Twenty of the prisoners, hearing the alarm of fire, jumped into the sea and perished. The Courageux and her prize being refitted, Captain Faulkner returned to England.

On the 7th of August, Lord Anson hoisted the union flag on-board the Royal Charlotte Yacht at Harwich, and being joined by a squadron of ships of war in Yarmouth Roads, proceeded on the 9th to Cuxhaven, to

escort over Princess Charlotte of Mecklenburgh Strelitz, her present majesty. The squadron on this occasion consisted of

Ships.	Guns.	Commanders.
Royal Charlotte (yacht)	10	Lord Anson, admiral of the blue. Captain Peter Denis.
Nottingham	60	Samuel Marshall.
Winchester	50	James Hale.
[illegible]	32	Alexander Hood.
Tartar	28	J. Knight.
Hazard	14	Hon. Henry St. John.
Lynx	14	Hon. Keith Stewart.

On the 24th, her majesty embarked on-board the yacht at Stade, and on the 6th of September, landed at Harwich.

About this time, the Blonde, of 32 guns, Captain Kennedy, being on a cruize off the coast of Portugal, fell in with, and after a running fight of one hour, took a large French ship, bound from Bourdeaux to St. Domingo, mounted with 24 guns and 120 men, six of whom were killed and several wounded; the Blonde had two men killed. The factory at Lisbon presented Captain Kennedy with a piece of plate, valued at 200l. for his activity in protecting the trade on that station.

On the 18th of October, Rear-admiral Rodney sailed from Spithead with the following squadron of ships of line and signal transports, having on board a large body of troops, destined for the West Indies.

Ships.	Guns.	Commanders.
Marlborough	74	G. B. Rodney, rear-admiral of the blue. Captain John Holwell.

Ships	Guns	Commanders
Vanguard	74	Robert Swanton.
Modeste	64	Hon. R. B. Walsingham.
Nottingham	60	Samuel Marshall.
Syren	28	
Fly	14	George Gayton.
Granada, bomb	8	James Hawker.
Thunder, do.	8	R. Haswell.
Basilisk, do.	8	R. Brice.

The Prince George privateer, of Bristol, of 24 guns and 180 men, took, after a very severe action of five hours, the Beaumont French East Indiaman, of 22 guns and 240 men, sixty of whom were killed and wounded in the action. The Prince George had seven men killed and eighteen wounded. The Beaumont's cargo was estimated at 70,000l.

The ship Ajax, belonging to the East India company, was captured on her passage to England, by the Protheé, of 64 guns, after being gallantly defended by her commander Captain Lindsay; who, with several of his men, was killed.

A trial of Mr. Harrison's time-keeper, for correcting the longitude at sea, having now been determined by the board of longitude; the lords of the admiralty appointed the Deptford of 50 guns, commanded by Capt. Digges, to receive Mr. Harrison on-board. She sailed from Portsmouth on the 18th of November, and made the island of Madeira at the exact time which Mr. Harrison pointed out. From thence they proceeded to Jamaica, and made the island with equal accuracy. Mr. Harrison having finished the necessary observations on the island, sailed for England in the Merlin sloop of war.

This year the experiment of coppering on ships bottoms (as a preservation against worms), was introduced into the royal navy, and tried on the Alarm frigate of 32 guns, commanded by Captain Rowland Cotton.

The following was the fleet under the command of Vice-admiral Saunders, in the Mediterranean this year;

Ships.	Guns.	Commanders.
Neptune.	90	Sir Charles Saunders, K. B. vice-admiral of the blue. Captain Frederick Hartwell.
Shrewsbury	74	Hugh Palliser.
Hercules	74	J. H. Porter.
Thunderer	74	Charles Proby.
Modeste	64	Hon. R. B. Walsingham.
Somerset	64	Edward Hughes.
Anson	60	Mat. Whitwell.
Dunkirk	60	Robert Digby.
Firm	60	James Fergusson.
Jersey	60	Andrew Wilkinson.
Guernsey	50	Mark Millbank.
Preston	50	T. Evans.
Isis	50	Edward Wheeler.
Pallas	36	Mich. Clements.
Shannon	32	Charles Meadows.
Minerva	32	Alex. Hood.
Vestal	32	Samuel Hood.
Sheerness	20	John Clarke.
Hynde	20	Philips Cosby.
Favorite		Philomel Pownall.
Cygnet	14	Hon. C. Napier.

The cruisers were in general very active and successful. On the 1st of April, the Isis being on a cruize off Cape Tres Forcas, fell in with, and after a smart action, which commenced at six in the evening and continued till half past ten, took l'Oriflamme, French ship of war, pierced for 50 guns, but had only 46 mounted, and upwards of 370 men, forty or fifty of whom were killed or wounded. Early in the engagement, Captain Wheeler, a midshipman and quarter-master, were killed by the same shot. The command devolved on Lieutenant Cunningham. The Oriflamme endeavoured to get to the northward of the Isis in order to get to the Spanish shore, to prevent which Lieut. Cunningham found it necessary to run on board her, which he did with no other damage to either ship than the loss of one of his own anchors, very soon after which she struck. The Isis had nine men wounded. On the 16th of July, the Thunderer, with the Modeste, Thetis, and Favorite sloop, being on a cruize off Cadiz, gave chace to two French ships of war. At midnight the Thunderer got alongside of the largest, which, after a gallant resistance of half an hour, struck; and proved to be L'Achille of 64 guns and 600 men. The Thetis engaged the other for about the same time, when she also struck; and proved to be Le Bouffon of 32 guns and 210 men. Both the enemy's ships had a considerable number of men killed and wounded, and were much damaged in their hulls and rigging. The Thunderer had seventeen men killed; Captain Proby and 113 men wounded. So great a carnage on board the Thunderer, was occasioned by one of the upper deck guns bursting, which blew up a part of the quarter-deck and set the ship on fire.

The following was the squadron under the command of Commodore Lord Colvill, in North America, after having detached several of his ships to convoy troops to the West Indies.

Ships.	Guns.	Commanders.
Northumberland	70	Lord Colvill, commodore. Captain N. Bateman.
Intrepid	60	J. Hale.
Antelope	50	T. Graves.
Dolphin	24	Keeler.
Porcupine	16	Harmond.
Racehorse	16	Macartney.

Nothing of any importance occurred at present on this station. The commodore kept only a sufficient number of ships to protect the trade.

The squadron at the Leeward Islands this year, under the command of Commodore Sir James Douglas, consisted of

Ships.	Guns.	Commanders.
Dublin	74	Sir J. Douglas, commodore. Captain Edw. Gascoigne.
Culloden	74	John Barker.
Temple	70	Lucius O'Brien.
Raisonable	64	Molineux Shuletham.
Belliqueux	64	T. Saumarez.
Bienfaisant	64	George Belfour.
Montague	60	F. Parry.
Norwich	50	W. M'Cleverty.

Ships.	Guns.	Commanders.
Danae	40	Henry Martin.
Echo	32	John Laforey.
Stag	32	H. Angel.
Crescent	28	T. Collingwood.
Levant	28	W. Tucker.
Nightingale	20	J. Campbell.
Fowey	20	Jos. Meade.
Greyhound	20	Thos. Francis.
Rose	20	Fra. Banks.
Arundel	20	Alex. Innis.
Virgin	12	James Brisbane.
Antigua	12	J. N. P. Nott.
Barbadoes	12	Stair Douglas.

The following ships joined Sir James Douglas, with a body of troops from North America, commanded by Lord Rollo.

Ships.	Guns.	Commanders.
Stirling Castle	64	Captain M. Everitt.
Falkland	50	F. S. Drake.
Sutherland	50	Julian Legge.
Rochester	50	Thomas Burnet.
Penzance	40	John Boyd.
Repulse	32	J. C. Allen.
Lizard	28	J. Drake.

On the 4th of June they proceeded to attack the Island of Dominico, which surrendered to his majesty's arms on the 8th, after a short resistance. On the 22d of November Rear-admiral Rodney arrived in Carlisle Bay, Barbadoes, with a reinforcement from England. On the 14th of December, the Temeraire, of 74 guns, and Actæon frigate joined him from Belleisle, with a

body of troops under the command of Brigadier-general Rufan, and on the 24th the rest of the army arrived from America, under Major-general Monckton. The whole force being now collected, under the command of the Rear-admiral Rodney, they were ready at the conclusion of the year for the expedition against Martinico.

Among the chief occurrences this year at Jamaica, we must observe that the Trent, of 28 guns, and 200 men, commanded by Captain John Lindsay, being on a cruize on the 7th of January, fell in with, and after an hour's close action, took La Bien Aimé, a French merchant frigate, mounting 20 guns, and having twenty-five men, bound from Martinico to Old France. The loss of the enemy amounted to twenty men killed and wounded, while that on board the Trent was only one man killed and five wounded.

On the 5th, Rear-admiral Holmes being on a cruize off Dona Maria Bay, with a part of his squadron, captured, after a short running fight, the St. Anne, a fine new French ship, pierced for 64 guns, but had only 50 mounted, and 389 men, commanded by D'Aquillon. She was bound to France, with a valuable cargo of indigo, and other merchandize. She was purchased by government, and added to the navy. On the death of Rear-admiral Holmes, which happened Dec. 24, the command of the squadron devolved on Captain Arthur Forrest, of the Centaur.

This squadron consisted of:—

Ships.	Guns.	Commanders.
Cambridge.....	80	Chas. Holmes, rear-admiral of the white, Capt. W. Goostrey.

Ships.	Guns.	Commanders.
Centaur	74	Arthur Forrest.
Orford	70	Mar. Arbuthnot.
Edgar	64	F. W. Drake.
Pembroke	60	J. Wheelock.
Defiance	60	Pat. Baird.
Hampshire	50	Ar. Usher.
Deptford	50	Dudley Diggs.
Centurion	50	J. Galbraith.
Renown	32	G. Mackenzie.
Alarm	32	J. Rushworth.
Boreas	28	S. Uvedale.
Trent	28	J. Lindsay.
Cerberus	28	Cha. Webber.
Hussar	28	P. Carket.
Glasgow	20	Rich. Bickerton.
Lively	20	Hon. F. Maitland
Merlin	14	R. Carteret.

Early in the year the French equipped four frigates, which were to be sent to the coast of Africa, to endeavor to regain some of their late settlements. Two of these frigates were intercepted in the bay by the squadron under Sir Edward Hawke; the other two reached the coast, and attempted to surprize James Fort, at the mouth of the river Gambia, but were so resolutely received by the garrison, that one was driven on shore and lost, and the other with extreme difficulty got off, after being much damaged.

The fleet in the East Indies, under the command of Rear-admiral Stevens, consisted of:

Ships.	Guns.	Commanders.
Norfolk	74	Cha. Stevens, rear-admiral of the red. Capt. Rich. Kempenfelt.
Lenox	74	Sam. Cornish, rear-admiral of the white. Capt. Robt. Jocelyn.
Grafton	70	Hyde Parker.
Elizabeth	64	Rich. Tiddeman.
Duc D'Acquitaine	64	Sir Wm. Hewitt.
Weymouth	60	Rich. Collins.
Sunderland	60	Hon. J. Colvill.
York	60	R. Hughes.
Tiger	60	J. S. Somerset.
Panther	60	Ph. Affleck.
America	60	Robt. Haldane.
Medway	60	J. P. Tinker.
Falmouth	50	Wm. Brereton.
Newcastle	50	Digby Dent.
Salisbury	50	Sir W. Baird.
Chatham	50	Thos. Lynx.
Southsea Castle	40	W. Newsom.
Liverpool	28	R. Knight.
Seahorse	20	C. Cathcart Grant.
Seaford	20	J. Peighen.
Queenborough	20	

Protector, fire-ship.—Duke, store-ship.

Rear-admiral Stevens continued before Pondicherry until the night of Jan. 1, when a most tremendous sud-

den hurricane forced the ships from their anchors. The wind at first blew with great violence from the N. W; in a few hours it shifted to the N. E. then fell calm, and on a sudden burst forth with redoubled fury from the S. E. The admiral at the commencement of the gale finding it would be impossible to ride it out, ordered the cables to be cut, and stood to sea; at the same time made the signal for the squadron to follow him; but the violence of the wind and the darkness of the night precluded all possibility of signals being seen. The rest of the squadron unfortunately remained at anchor until their cables parted. Before they could gain a sufficient offing, the wind shifted, and raged with such fury that they were soon driven into shoal water, and obliged to anchor. The Panther, America, Medway, and Falmouth cut away their masts, and rode out the storm. The Duc D'Aquitaine, Sunderland, and Duke store-ship, by not taking this precaution when they brought up, either overset or foundered. Their crews, amounting to 1100 men, perished, except seven Europeans, and as many Lascars, who were the next day picked up on pieces of the floating wreck. The Newcastle, Queenborough, and the Protector fire-ship were driven on shore about two miles south of Pondicherry, and totally lost; their crews, except seven, were saved. M. Lally was in great hopes that the disaster which had befallen the British squadron, would have opened to him a communication from the sea, and that succors might have been thrown in from that quarter; for which purpose he dispatched a boat with a letter, to inform the French resident, at Pulicate, that there was now nothing to apprehend, as the storm had rendered the British fleet incapable of returning to the blockade, and urged him to send

immediate supplies of provisions. However, to the great joy of the besiegers, and the disappointment and surprise of the enemy, Admiral Stevens again anchored in Pondicherry road, Jan. 3, in the Norfolk, with the Grafton and Liverpool. The next day he was joined by Rear-admiral Cornish, with the Lenox, York, and Weymouth, from Trincomalé; and on the 7th by the Tiger and Salisbury, from Madras, where the storm had not been felt. The blockade became now as complete as ever, and the besiegers redoubled their exertions. On the 15th a considerable breach was made in the walls, the garrison was driven to the utmost despair, not having more than one day's provisions remaining; and being worn out and emaciated with fatigue, after an eight months' siege and blockade, sent out a deputation, with terms of capitulation, to which no answer was given. The next day Pondicherry was delivered up to the British troops.

Mahé, on the coast of Malabar, the only remaining settlement the French possessed in India, surrendered Feb. 10, to Rear-admiral Cornish, and Major Hector Munro.

On the death of Rear-admiral Stevens, which happened in the month of April the command of the squadron devolved on Rear-admiral Cornish, who had received orders from England to prepare for an expedition against the islands of Mauritius and Bourbon; and to rendezvous at the island of Diego Rays, where it was intended that it should be joined by a strong squadron of ships of war, and a large body of troops, under the command of Commodore Keppel and Major-general Kinsley, but the death of George II. put a stop to the sailing of this armament, and it was afterwards employed at the reduc-

tion of Belleisle already mentioned. The admiral, however, in consequence of these instructions, sailed to Bombay to refit and victual his squadron; and as the ships were got ready, he dispatched them to the place of rendezvous under the command of Commodore Tiddeman, who arrived September 14, and was joined by the admiral with the rest of the squadron towards the end of October. Immediately on his arrival he dispatched Commodore Tiddeman to look into St. Augustine's bay, in the island of Madagascar, where the admiral expected a frigate from England with dispatches for his further proceedings. On the commodore's approach to the island, the weather proved so tempestuous, that it was considered as extremely hazardous for ships to lye in St. Augustine's bay: he therefore judged it most prudent to rejoin the squadron. The admiral now began to despair of either hearing from England or being joined by the reinforcement, from which he had reason to expect a recruit of stores and provisions. The squadron which had sailed from India, having only provided for four months, began to be in great distress for want of a supply, and the crews in general were greatly reduced by sickness: this determined the admiral to return to Madras before the rainy season should set in. On the passage, the York, in a dark night and blowing hard, ran foul of the French frigate with such violence, that she stove her in from the gunwale to the water edge, and carried away her main mast. The York lost her fore-mast, bowsprit, main-top-mast and main yard: she also drifted so much to leeward, that not being able to work up to the fleet, she, together with the Chatham, was obliged to bear away for the Cape of Good Hope, where they arrived two months after, ex-

tremely leaky and in a most miserable state, having buried so many of their men as to have scarce enough left to work the ships. Here they found the Terpsichore frigate of 26 guns, commanded by Sir Thomas Adams, from whom they learned that he had been sent from England with dispatches for Admiral Cornish, to inform him that the expedition destined against the Mauritius and Bourbon was given up; that he had continued at the appointed rendezvous (St. Augustine's bay), until his provisions were almost exhausted; his crew greatly reduced by sickness, the ship almost a wreck; and not hearing any thing from Admiral Cornish, he was compelled to proceed to the Cape of Good Hope.

The first division of the fleet which sailed from Bombay, under the command of Tiddeman, consisted of

Ships.	Guns.	Commanders.
Elizabeth	64	Richard Tiddeman, commodore. Captain Isaac Ourry.
America	60	Robert Haldane.
Falmouth	50	W. Brereton.
Chatham	50	Thomas Lynn.
Seaford	20	J. Peighen.
Alderney	12	

In October he was joined by the

Norfolk, York, and
Grafton, Weymouth,
Revenge.

In November by the Lenox and South Sea Castle.

As soon as the York and Chatham were refitted, they returned to India, having obtained a fortunate recruit of 150 British seamen, out of the Dutch East India Ships.

The following is a list of the captures made in the course of this year:

British ships taken by the enemy	814
French ships taken	177
Total in favour of France	637

Though the loss we sustained appears enormous, few of the British ships which were captured were of any great value, except the Ajax East India ship; the rest were chiefly small trading and coasting vessels; but the enemy's were several large privateers and rich West Indiamen.

On the 4th of January, 1762, war was declared against Spain; and on the 18th it was declared at Madrid against Great Britain. On a review of the home service this year, the chief particulars are as follow:

January 6, the Venus of 36 guns, Captain Thomas Harrison, captured in the bay, after a running fight of one hour, the Boulogne, a French East India Ship, from the Isle of France, laden with coffee and pepper, of 20 guns and 150 men, seven of whom were killed and twenty wounded. The Comte D'Estaing was taken on board this ship.

On the 12th, the Zenobie French frigate of 22 guns and 210 men, was cast ashore in a heavy gale of wind, on Portland; only seventy-one of her crew were saved, and even these poor wretches would have perished had it not been for the humanity of Mr. Travor, the gover-

nor, whose interposition and authority prevented the savage inhabitants from being guilty of the most barbarous excesses. Their miserable situation being presented to his majesty, he was graciously pleased to direct, that they should not be considered as prisoners, and ordered them to be clothed and maintained at his expence, until they should be sent to France. Not long after, the French had an opportunity of shewing how sensible they were of the generous treatment their countrymen had received; for, on the 25th of the same month, an English merchantman was driven on shore and lost, near Havre-de-Grace, whose crew were all saved: the instant the governor heard of their misfortune, he gave directions for their being comfortably lodged, and allowed each man thirty sous per day till they were sent home.

About the middle of this month, a violent gale of wind forced from its station off Brest, the squadron under Commodore Spry, consisting of

Ships.	Guns.	Commanders.
Mars	74	Rich. Spry, commodore. Captain John Luttrel.
Ocean	90	Langdon.
Fame	74	Hon. J. Byron.
Burford	70	J. Gambier.
Revenge	64	Edward Vernon.
Essex	64	Alex. Schomberg.
Lyon	60	Edward le Cras.
Aquilon	28	Chal. Ogle.

M. de Blanac took this opportunity to push out with a strong squadron of ships of war, having on board 3000 land forces, destined for the relief of Martinico.

Commodore Spry no sooner heard of the enemy being out, than he pursued them with a croud of sail several days, but finding there was no prospect of his overtaking them, he dispatched the Aquilon frigate to the West Indies, to put Admiral Rodney on his guard.

On the 30th of January, the Danae of 32 guns, commanded by Captain Hay, on her passage home with a convoy from Gibraltar, fell in with, and engaged a large French ship for three hours; when the Danae, being much disabled in her masts and rigging, the enemy made sail and got off. The Danae had eighteen men killed and forty-two wounded. The same ship soon after met with, and engaged the Deal Castle, Captain Tindal, who obliged her to sheer off. She was at last taken by the King George privateer, after an obstinate and bloody conflict of two hours and a half, and proved to be the Tigre French frigate, fitted out by the merchants, of 26 guns and 240 men, commanded by M. Fabry, from St. Domingo, bound to Bourdeaux, with a cargo valued at 150,000l. She had about 100 men killed and wounded in the action: the King George had three men killed and twelve wounded.

On the 10th of February, Captain Harrison, already mentioned, captured off Cape Ortugal, a French privateer, belonging to Bayonne, called the Creole, carrying 8 four-pounders and 84 men; from the persons on board which ship, some very consequential information was derived as to the measures intended to be taken by the enemy, in the prosecution of the war.

On the 5th of March, Admiral Sir George Pocock sailed from Spithead to take the command in the West Indies; he had with him five sail of the line, a large fleet of transports, having on board a body of troops,

under the command of the Earl of Albemarle, together with several victuallers and storeships.

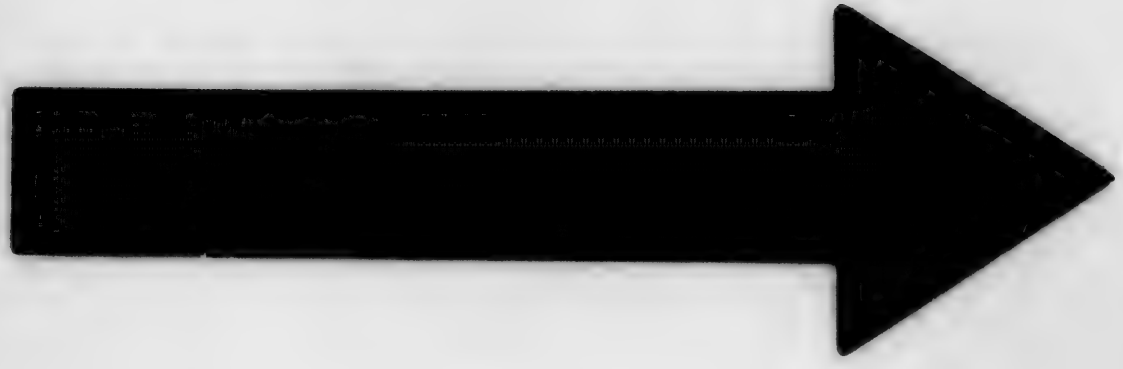
On the 7th of March, the Milford of 28 guns, commanded by Captain Robert Mann, being on a cruize in the bay, chaced a sail from ten o'clock in the morning till ten at night, when she brought her to close action. She proved to be La Gloire letter of marque, belonging to Bourdeaux, bound to St. Domingo. The enemy, although their vessel was deeply laden with wine, flour brandy and bale goods, made every possible preparation for a vigorous defence; the ship was pierced for twenty guns, but mounted only sixteen six-pounders, and ten swivels, having a crew consisting of ninety-four men. Captain Mann was wounded, early in the battle, by a six-pound shot in the right thigh, and lived only sixteen hours. The first lieutenant, Mr. Day, immediately took the command, and fought the ship with the greatest gallantry, till he received a musket-ball in the middle of his forehead, which rendered him instantaneously delirious, and of which he died three days afterwards. Mr. Nash, the second lieutenant, then succeeded him and maintained the fight for three hours more, when he also was wounded, but fortunately in so slight a degree, from splinters, as not totally to prevent his farther exertions. In about half an hour after this the enemy surrendered, having had twenty-four of the crew killed or dangerously wounded, as well as lost her main and mizen-masts, together with her foretop-mast. The Milford had, exclusive of those casualties already mentioned, only one man and a boy killed and thirteen wounded: in other respects she was considerably damaged, her main and mizen-masts having gone by the board immediately after the enemy's ship struck.

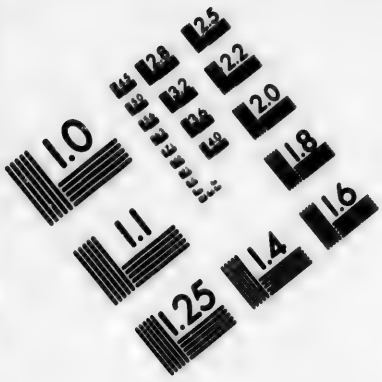
On the 23d of March, the Deptford, with Mr. Harrison on board, fell in with the Essex, Captain Schomberg, at the entrance of the channel, whose reckoning agreed exactly with the time-keeper; the Essex having been off Scilly the preceding evening. On the 26th, Mr. Harrison arrived at Portsmouth, and found that the time-keeper had only lost one minute, fifty-four and a half seconds, notwithstanding the weather in general had been very tempestuous.

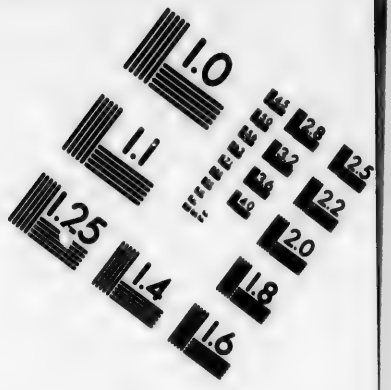
In this month the Venus (Captain Thomas Harrison,) captured, and brought into Plymouth, the Lovely Joseph, a Spanish privateer, carrying 12 guns and 120 men, the first ship of force taken from the Spaniards after the commencement of hostilities; Captain Harrison also brought in with him a French ship, which he had taken on her passage to St. Domingo; and two English vessels which he met with at sea, deserted by their crews. On the 1st of April he captured, off the Lizard, a French privateer called the Miquelet, carrying 14 six and four-pounders, with a crew of 136 men, as he soon afterwards did the Signora de Begonia, a Spanish privateer, carrying 16 carriage, 20 swivel guns, and 195 men. About this time Capt. Harrison's wife died.

Also, in April, Commodore Denis was sent to relieve Lord Howe (who was appointed captain under his Royal Highness the Duke of York, who had hoisted the flag of rear-admiral of the blue, on board the Princess Amelia) in the command of the squadron stationed in Basque road, viz.

Ships.	Guns.	Commanders.
Bellona.....	74	Commodore P. Denis. Captain Charles Ellys.







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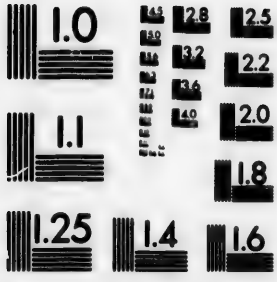

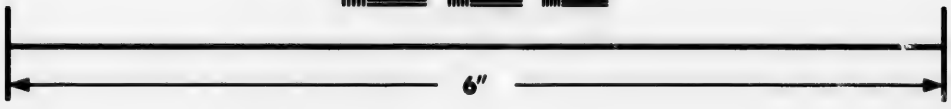

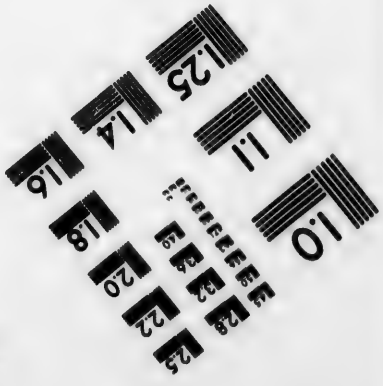

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Ships.	Guns.	Commanders.
Sandwich	90	Captain Richard Norbury.
Royal William	84	..... Hugh Pigot.
Hero	74	..... Hon. S. Barrington.
Buckingham	70	..... Peter Parker.
Prince Frederick	64	..... J. Maplesden.
Trident	64	..... Ben. Cleve.
Monmouth	64	..... John Storr.
Dreadnought	60	..... Mat. Moore.
Phœnix	44	..... C. Bethel.
Boston	32	..... Sir T. Adams.
Mermaid	20	..... Geo. Watson.

Towards the end of April M. de Terney slipped out of Brest in a thick fog, with a small squadron, having on board 1500 troops, destined for the attack of Newfoundland. On the 11th of May he fell in with our American East and West India convoys, escorted by Captain Rowley, in the Superbe, of 74 guns, the Gosport, of 44 guns, Captain John Jervis, and the Danae, of 38 guns, Captain Henry Merlin. Captain Rowley, for the better protection of his convoy, directed them, by signal, to proceed on their course, and with the ships of war dropped into the rear, formed his line of battle, and brought to. Upon which M. de Terney hauled his wind and made off. For this service the merchants of London and East India Company presented Captain Rowley with a silver epergne and dish. Intelligence was no sooner received that M. de Terney had got out of Brest, than Sir Edward Hawke was dispatched in pursuit of him with the following fleet:—

Ships.	Guns.	Commanders.
Royal George	100	Sir Edw. Hawke, K. B. admiral of the blue. Capt. W. Bennet.
Princess Amelia	80	His R. H. Duke of York rear-admiral of the blue. Capt. Viscount Howe.
Prince	90	Ben. Morton.
Ocean	90	Wm. Langdon.
Magnanime	74	Chas. Saxton.
Hero	74	Hon. S. Barrington.
Lancaster	70	M. Suckling.
Nassau	64	J. Sayer.
Essex	64	Alex. Schomberg.
Revenge	64	Edw. Vernon.
Prince of Orange	60	Sam. Wallis.
Achilles	60	J. Faulkner.
Launceston	44	Edm. Affleck.
Æolus	32	Wm. Hotham.
Tartar	28	J. Knight.

M. Terney, however, had two much the start of the British commander for him to entertain any hopes of success. Sir Edward Hawke, therefore, continued to cruize on the coasts of Spain and Portugal, until the end of August, when he returned to England. A squadron was at the same time sent to block up the port of Brest, under Commodore Mann, and another under Captain Palliser, to reinforce Lord Colvill, in America.

On the 1st of September the Lion, of 60 guns, Captain Le Cras, one of Commodore Mann's squadron,

after a running fight of one hour, captured the Zephyr, a French frigate, pierced for 32 guns, but had only 26 mounted, and 250 men, nine of whom were killed, and twenty-five wounded. She was bound to Newfoundland, with ordnance and military stores. The Lion had three men wounded.

On the 2d of September Captain Hotham, in the Æolus, being on a cruize off Cape Pinas, gave chace to two ships, which took shelter under a small battery in Aviles bay. Captain Hotham pursued them close in, and came to an anchor with a spring on his cable, opened a well directed fire on the battery and the largest ships, both of which after a short resistance, were abandoned by the Spaniards. Captain Hotham landed his marines and spiked up the guns; Lieutenant Paisley who was sent to take possession of the ship, found her so fast a-ground, that he was obliged to set her on fire. She was the St. Joseph, from the Carraccas, bound to Passage, 1100 tons burthen, pierced for 60 guns, but had only 32 mounted. The other ship escaped, by warping into shoal water. Captain Hotham was very successful on this cruise; he took five large privateers and several merchant vessels.

On the 19th of September Sir Charles Hardy sailed on a cruise to the westward: and on the 29th he was joined by a reinforcement under the Duke of York. On the 30th of October the fleet returned to Plymouth, to refit, and water; and on the 15th of November it again put to sea, to cruise off the Madeiras, in order to intercept the Spanish register ships.

The cruizers, on the Downs station, under Commodore John Moore, were chiefly employed in keeping a

sharp look out on the Dutch, who, contrary to the treaty, persisted in supplying the enemy with naval and warlike stores. The states-general expressed much displeasure at the British cruizers for having detained and searched several of their ships. In order to prevent it in future, they equipped some of their men of war for the protection of their trade. In the month of September the Hunter sloop of war, Captain James Ferguson, fell in with four Dutch merchant ships, escorted by a frigate of 36 guns. Captain Ferguson, agreeable to his orders, sent a boat to examine one of his merchantmen, but the captain of the Dutch frigate interposed, and would not suffer it. The Hunter not being sufficiently strong for Captain Ferguson to enforce the execution of his orders, he proceeded to the Downs to inform Commodore Moore of what had happened. The commodore instantly dispatched Captain Adams, in the Diana, with the Chester, of 50 guns, the Hunter and Tryal sloops, in pursuit of them, with orders to use force if they persisted in not being searched. The next day Captain Adams came up with the convc and informed the captain of the Dutch frigate that he must examine the merchantmen to see with what they were laden; who replied that he would not suffer such indignity to be offered to the states, but defend the ships committed to his care, and immediately fired at the boats which were sent to board the merchantmen. Upon this Captain Adams fired a shot across the frigate, which was returned by a broadside. A smart action commenced, which terminated in a quarter of an hour, by the Dutchman striking his colors, with the loss of four men killed, her captain and four wounded. She was brought into the Downs with her convoy, which were found to be

laden with naval stores for the French, and detained: the frigate was permitted to return to Holland.

The Terpsichore, of 26 six-pounders and 160 men, commanded by Captain John Ruthven, fell in with and after an obstinate engagement, captured the Marquis de Marigny, of 20 nine-pounders, from Bourdeaux, bound to St. Domingo. The Terpsichore had five men killed, Captain Ruthven and sixteen wounded. The enemy had nine men killed, and eighteen wounded.

The Brilliant and Duke of York privateers being on a cruize off Cape Finisterre, gave chace to some Spanish vessels, which took shelter in a small bay, near the cape, defended by a battery of four guns. The privateers stood boldly in, attacked the battery, and in two hours drove the Spaniards from their guns; they then landed, hoisted British colors, spiked up the guns, burnt two ships that were in ballast, and proceeded to sea, taking with them four others laden with wine for the Spanish fleet, at Ferrol. This service was performed with the loss of only two men killed, and twelve wounded.

Commodore Young, who commanded a small squadron in the channel, was chiefly employed to watch the enemy's principal ports, and to prevent any naval stores from being transported in their praams and small craft, from Havre de Grace to Brest; some of these vessels he drove on shore and destroyed near the River Orne, and compelled others to seek shelter in that river, where they remained blocked up.

On the breaking out of the war, Sir Charles Saunders, in the Mediterranean, was reinforced by the following ships of war, sent from England, under the command of Sir Piercy Brett.

Ships.	Guns.	Commanders.
Newark	80	Commodore Sir P. Brett. Captain Charles Ingles.
Arrogant	74	J. Amherst.
Warspight	70	W. S. Willet.
Chichester	70	J. Elliot.
Dorsetshire	70	J. Campbell.
Africa	64	Alex. Hood.
Belliqueux	64	T. Edwards.
Bienfaisant	64	George Balfour.
Montague	60	F. Parry.
Brune	32	—Tonyn.
Montreal	32	T. Howe.
Gibraltar	20	W. Griffith.

One of the cruizers captured a rich Spanish ship from Barcelona, having on board 100,000 dollars. The Active frigate, Captain Sawyer, and the Favourite sloop of war, Captain Pownall, were still more fortunate: these ships being on a cruize off Cadiz, on the 21st of May, fell in with, and captured without resistance, the Hermione, a large Spanish register ship, from Lima. She was the richest prize made during the war; the nett proceeds of her cargo, after paying all charges, amounted to 519,705l. 10s. which was distributed in the following manner:—

	£.	s.	d.
To the admiral and commodore	64,963	3	9

The Active's Share.

To the captain	65,053	13	9
To three commissioned officers at 13,004l. 14s. 1d. each	39,014	2	3

	£.	s.	d.
To 8 warrant officers, at 4,336l. 3s. 2d. each	34,689	5	4
To 20 petty officers, at 1,806l. 10s. 10d. each	36,130	17	8
To 150 seamen & marines at 485l.5s. 4d. each	76,132	13	0
Total of the Active's share	251,020	12	0

Favorite's Share.

To the captain	64,872	13	9
To 2 commissioned officers at 12,974l. 10s. 9d. each	25,949	1	6
To 7 warrant officers at 4,324l. 10s. 11d. each	30,373	8	5
To 16 petty officers at 1,802l. 0s. 4d. each	28,836	6	3
To 110 seamen and marines at 484l. 2s. 5d. each	53,253	14	4
Total of the Favorite's share	203,181	4	3
Sum total distributed	519,165	0	0

The Active having been entitled to the whole bounty-money, makes a difference in the shares between the ships. The treasure was conveyed from Portsmouth to London in twenty waggons, decorated with British colours flying over those of Spain, and escorted by a party of sailors: at Hyde-park-corner they were joined by a troop of light horse, and proceeded through the city amid the acclamations of the people to the tower.

Captain Clements, in the Pallas of 36 guns, was, on the 23d of July, attacked in Cadiz by two large Spanish xebeques, one of 32 guns and the other of 24. Captain Clements would have brought them both off in triumph had not a ship of the line pushed out to their assistance, which compelled the Pallas to sheer off.

Captain Tonyn, in the Brune, of 32 guns, being on the 23d of October, on a cruize off Carthagena, after an obstinate engagement, captured the Oiseau French frigate of 26 guns and 240 men, forty-nine of whom were either killed or wounded; among the latter was her commander, the Chevalier de Modene, who lost his right arm. The Brune had six men killed; Captain Tonyn and thirteen men wounded. The Oiseau was added to the navy.

His Britannic Majesty's ship, Sheerness, Captain Clarke, of 24 guns, arrived at Villa Franca, in seven days from Gibraltar. She was, in the month of November, closely pursued near these coasts by three French men of war, the Content of 64 guns and two frigates, the Pleiade and the Minerva, who came to an anchor soon after the arrival of the Sheerness. The captain of the Minerva actuated by an idle spirit of vanity and insolence, resolving to lie between him and the shore, ran in between the Sheerness and the land, by which means he struck upon the rocks which bound the eastern side of the harbour. Being himself ignorant of the art of seamanship, and ill assisted by a crew little acquainted with such emergencies, his ship was in a short time dashed in pieces. The sea ran so high that no boats would venture out from shore to the assistance of the people on the wreck. In this situation, Captain Clarke forgetting they were enemies, as well

as that this very calamity was occasioned by their resentment against him and his country; sent his people to their relief, who exerted themselves so effectually as to bring them all off except about twenty-five, who were carried away by the violence of the surf. The French commodore waited afterwards upon the British captain to thank him for his timely assistance, and to express the great sense he entertained of such benevolence and generosity.

The Hampden packet, commanded by Captain Board, on her passage from Faro to Gibraltar, was attacked near the straits by eleven small Spanish privateers. The commodore was in a barcolongo, mounted 8 guns and 60 men; the second a xebeque of the same force; five lesser ones, and the others with a single gun, each in her prow. The action continued from eleven o'clock in the forenoon until half past one, when the Spaniards hauled their wind and made off in shore. The Hampden had not a man hurt, and got into Gibraltar bay about three the same day, with her sails and rigging much hurt.

The French squadron having escaped out of Brest under M. de Terney, as before mentioned, entered the harbour of St. John, in the island of Newfoundland, June 24. M. de Haussonville landed with 1500 men, when the place surrendered without opposition. The Gramont sloop of war, which was lying in the harbour, and several merchant vessels, fell into the enemy's hands.

A detachment of French troops was sent to take possession of Trinity, the Bay of Bulls, and the island of Carbonere, where they destroyed all the fishing-stages and did considerable damage. In the interim M. de

Haussonville was putting the Fort of St. John in the best possible state of defence, and threw a boom across the entrance of the harbor. As soon as Captain Thomas Graves, who was at this time governor of the island, and lying in the harbor of Placentia, in the Antelope, was made acquainted with the arrival of the French squadron, and that they had landed a body of troops, he dispatched the Syren frigate with the intelligence to Lord Colvill, at Halifax. His lordship lost no time in collecting his force, and sailed to its relief. He joined Captain Graves off Placentia, and proceeded from thence off St. John's harbor, where he arrived on the 25th of August, and blocked up M. de Terney. On the 11th of September Colonel Amherst joined the commodore with a body of troops from Louisbourg; a landing was immediately effected, in Torbay, about three leagues from St. John's; the enemy made an attempt to oppose it, but were repulsed with some loss, and retired into the fort of St. John's. On the 16th a strong westerly wind, attended by a thick fog, forced Lord Colvill from his station before the harbor, of which M. de Terney availing himself, slipped his cables, and stood to sea. On the 18th M. de Haussonville finding that he was deserted by the French squadron and that it was impossible to hold out any longer, offered terms of capitulation, which being accepted, the French became prisoners of war, and the whole island fell again into the possession of the British.

The Harriet packet on her passage from New York to Falmouth, was attacked by a French privateer, double her force, which she obliged to sheer off. The Captain of the Harriet was presented with 100 guineas, and

given the command of a Lisbon packet, as a reward for his bravery.

A great spirit of enterprise took place amongst private adventurers, in consequence of the Spanish war. The most remarkable one that occurred was an expedition, planned and undertaken by some rich merchants, in conjuction with the Portuguese, against the Spanish settlements, of Buenos Ayres. For this purpose they purchased from government two ships of war, viz. the Kingston, of 50 guns, which they named the Lord Clive, and the Ambuscade frigate. The command of the expedition was conferred on Captain Macnamara, an officer of merit and experience, formerly a commander in the service of the East India Company. As soon as their ships were ready, they sailed for Lisbon, where they were joined by two Portuguese men of war, and five vessels, laden with stores and provisions, and having on board 500 troops. This armament took its departure from the Tagus on the 30th of August, and on the 2d of November entered the River de la Plata, where they captured a Spanish armed schooner, whose crew informed Captain Macnamara that the Spaniards had already commenced hostilities, and taken the Portuguese settlement of Nova Colonia: it was therefore determined to recover this place before the squadron should proceed against Buenos Ayres. On the 17th of December, when the ships came in sight of it, they discovered two large Spanish frigates at anchor, close under the fort. As the pilots refused to carry the ships high enough up to attack the enemy, the commodore, in the night of the 24th, made an attempt with the boats to cut the frigates out, but was repulsed with some loss.

He began to give up all hopes of success against this place, and dropped down the river to attack Monti Video; in the mean time a small Portuguese vessel arrived with dispatches for the commodore, whose master was an excellent pilot for the river, and offered to carry the ships within pistol-shot of Nova-Colonia. This offer was readily accepted by the commodore, who again stood up the river with the squadron. On the 6th of January, 1763, the Lord Clive and Ambuscade brought up against the batteries and frigates; a furious cannonade commenced, and continued with great obstinacy from noon till five in the evening, when the fire from the enemy's batteries began to slacken, and victory seemed on the point of deciding in favor of the assailants. At this moment the Lord Clive, by some unknown accident, took fire, and the flames raged with so much violence, that every effort to extinguish them proved ineffectual, and she blew up with a dreadful explosion. Her brave commander and the whole crew, seventy-eight excepted, perished. By this time the Ambuscade was so much crippled, that she was incapable of rendering any assistance to her unfortunate companion, and no longer able to oppose the enemy. Captain Roberts, of the Ambuscade, cut his cable, and retired out of the reach of shot. After having repaired the damages he had sustained in the action, he proceeded to Rio Janario.

We should not overlook the laudable humanity and benevolence with which the Spaniards treated those of the unfortunate crew of the Lord Clive who had escaped the flames, and swam to the shore. They considered them no longer as enemies, who had come to plunder and destroy their settlement, but treated them

with the greatest tenderness, and furnished them with clothes and every necessary refreshment. Thus terminated an expedition, which on the onset had the most flattering prospect of success.

On the 5th of January, 1762, Rear-admiral Rodney, sailed from Carlisle bay with a strong squadron of ships of war, and a large fleet of transports, having on board 13,965 land-forces, under the command of Major-general Monckton, destined for the attack of Martinico; at the same time Commodore Swanton was detached with five sail of the line to destroy the enemy's batteries, and to make a diversion in Fort Royal bay. On the 8th the admiral anchored the fleet in St. Anne's bay, where a large body of troops were landed, and batteries erected. It was soon after found that this situation was by no means likely to make any effectual impression on the enemy. The admiral and general therefore determined to alter their plan of operations, re-embarked the troops, and proceeded to Fort Royal bay; on the 16th the troops were landed, together with a detachment of seamen, who drew the heavy artillery with great perseverance and courage over steep mountains, often exposed to a galling fire from the enemy's batteries. The siege of Fort Royal continued until the 4th of February, when it surrendered; and on the 16th the whole island was in possession of the British. The loss sustained in this expedition did not amount to more than 506 men. The Raisonable, of 64 guns, struck on a reef of rocks, when standing in to attack a battery, and was lost; her crew, stores, and guns were saved. Major Gates and Captain Darby were sent home with the news of the surrender of Fort Royal; they were each presented with 500l. to buy a sword.

Soon after the islands of St. Lucia, Granada, and St. Vincent were captured by Commodore Swanton and the Hon. Captain Harvey.

The French squadron, under M. de Blenac, that had escaped out of Brest with 3000 troops on board, for the relief of their West India islands, appeared on the 8th off la Trinité, on the weather side of Martinique. The French admiral no sooner was informed of the fate of this and the other islands, than he bore away for St. Domingo. As soon as Admiral Rodney heard of the arrival of the French squadron, he collected his ships and went in quest of it; but their destination being soon after made known to him, he hastened his return to Martinique, where he found a small vessel, which had been dispatched from Lisbon, by Captain George Johnson, of the Hornet sloop of war, to inform the admiral of the rupture between Great Britain and Spain, which was confirmed by the capture of a Spanish packet boat, charged with similar dispatches to the governors of their settlements, in the West Indies. A strong Spanish squadron having also arrived at the Havannah, which Admiral Rodney was apprehensive might join that under M. de Blenac, determined him to proceed immediately with the greater part of his fleet to the relief of Jamaica. On the 26th, just as the admiral was on the point of sailing from St. Christopher's, Captain Elphinstone, in the Richmond frigate, arrived from England with orders for him and the general to suspend all further operations, until the arrival of Admiral Sir George Pocock, with whom they were to act in conjunction, upon a grand and secret expedition. Notwithstanding these orders, Admiral Rodney considering Jamaica to be in some danger, from the strength of the

united fleets of the enemy, detached Sir James Douglas with several ships of war, to reinforce the squadron at Jamaica, and to prepare it for the arrival of Sir George Pocock. He sent another squadron under Commodore Swanton, to cruize off the Spanish main, and returned himself to St. Pierre's, Martinique.

After a long and tempestuous passage Sir George Pocock arrived, on the 20th of April, in the Namur, at Barbadoes. On the 24th he sailed, and on the 26th joined Rear-admiral Rodney, at Martinique. On the 6th of May Sir George Pocock and the Earl of A[illegible]marle having completed their arrangements for the expedition against the Havannah, sailed from Martiniqne, leaving a sufficient squadron, under the command of Rear-admiral Rodney, for the protection of the Leeward Islands.

Commodore Forrest, who commanded at Jamaica, had received early information of the arrival of M de Blenac at Cape Francois, by Captain Carteret, of the Merlin sloop of war, who fell in with the French squadron in the night, when he was on a cruise off the Cape. By a masterly manœuvre Captain Carteret so effectually deceived the enemy, as to make him believe the British squadron was in sight, and in pursuit. This created so much confusion on board the French ships, that in their eagerness to secure a retreat, one of them, the Dragon, of 64 guns, in entering the Cape, struck on a sand bank, and was totally lost. Commodore Forrest's anxiety for the safety of Jamaica was soon relieved by the arrival of Sir James Douglas with nine sail of the line.

Captain Casket in the Hussar frigate, of 28 guns, attacked, April 3, four large French armed ships, which

had taken shelter under a fort in Tiberoon bay. He burnt one of 16 guns, sunk another of 16, and cut out two, one of 16 and the other of 12 guns, laden with indigo and flour. The Hussar had one man killed and twelve wounded; the enemy had seventeen men killed and thirty-five wounded. The Hussar being on a cruize off Hispaniola, in May, struck upon a rock and was lost: her crew was all saved except three. The conduct of Captain Casket on that occasion, being, as is customary, examined by a court-martial, he was very honorably acquitted of all blame.

THE REDUCTION OF THE HAVANNAH.

On the 8th of May, Admiral Pocock was joined in the Mona Passage by the squadron under the Hon. Captain Harvey, who was cruizing to block up M. de Blenac, in Cape François, and on the 23d by the squadron under Sir James Douglas, from Jamaica. The whole force, now collected, consisted of:

Ships.	Guns.	Commanders.
Namur	90	Sir G. Pocock, K. B. admiral of the blue.
		Capt. John Harrison.
Valiant	74	Hon. Aug. Keppel, commodore.
		Capt. Adam Duncan.
Cambridge	80	Wm. Goostrey.
Culloden	74	J. Barker.
Centaur	74	T. Lempriere.
Dragon	74	Hon. J. A. Harvey.
Dublin	74	Edw. Gascoigne.

Ships.	Guns.	Commanders.
Temeraire	74	Capt. Mat. Barton.
Marlborough	74	..... Tho. Burnet.
Orford	70	..... Mar. Arbuthnot.
Temple	70	..... Julian Legge.
Alcide	64	..... Thos. Hankerson.
Belleisle	64	..... Jos. Knight.
Devonshire	64	..... Sam. Marshall.
Edgar	64	..... F. W. Drake.
Hampton Court	64	..... Alex. Innes.
Sterling Castle	64	..... Jas. Campbell.
Defiance	60	..... Geo. Mackenzie.
Intrepid	60	..... J. Hale.
Nottingham	60	..... T. Collingwood.
Pembroke	60	..... J. Wheelock.
Rippon	60	..... Edw. Jekyl.
Centurion	50	..... J. Galbraith.
Deptford	50	..... Dudley Digges.
Hampshire	50	..... Arthur Usher.
Sutherland	50	..... Mic. Everitt.
Dover	44	..... Chal. Ogle.
Enterprise	44	..... J. Houlton.
Penzance	44	..... Ph. Boteler.
Alarm	32	..... Jas. Alms.
Richmond	32	..... J. Elphinstone.
Echo	28	..... J. Lendrick.
Cerberus	28	..... C. Webber.
Lizard	28	..... Fra. Banks.
Boreas	28	..... Sam. Uvedale.
Trent	28	..... J. Lindsay.
Mercury	20	..... S. C. Goodall.
Rose	20	..... J. N. P. Nott.
Port Mahon	20	..... Rich. Bickerton.
Fowey	20	..... S. Mead.

Ships.	Guns.	Commanders.
Glasgow	20	Capt. Rich. Carteret.
Bonetta	16	..... J. Holmes.
Cygnet	16	..... Hon. C. Napier.
Merlin	16	..... W. F. Bourk.
Porcupine	14	..... H. Harmood.
Barbadoes	14	..... J. Hawker.
Viper	14	..... J. Urray.
Ferret	14	..... P. Clark.
Port Royal	14	..... Stair Douglas.
Lurcher, cutter	14	Lieut. Walker.
Basilisk, bomb	8	Capt. J. Lowfield.
Grenada, ditto	8	..... Fraser.
Thunder, ditto	8	..... R. Haswell.

The admiral now came to the resolution of sailing through the Old Straits of Bahama, as the most expeditious, although the most intricate and hazardous passage. He formed his fleet into seven divisions, each to be led by a ship which wore a distinguishing pendant, and directed boats or vessels to lie upon the most dangerous shoals on each side, in order to avoid accidents as much as possible. Captain Elphinstone, in the Richmond frigate, who had been through the Straits, and had made very accurate remarks on the land and layos, was ordered to lead the fleet, which service he performed with considerable judgment and ability. On the 2d of June the Alarm and Echo being a-head, gave chace to five sail. At two in the afternoon the Alarm came up with two of them, and after an action of three quarters of an hour, compelled them to strike. One proved to be the Thetis, a Spanish frigate, of 22 guns, and 180 men, 100 of whom were killed, and fourteen wounded.

The other, the Phœnix, a store-ship armed for war, mounting 18 guns and seventy-five men. The Alarm had seven men killed and wounded, The Echo took a brig and schooner.

On the 6th the fleet brought to about six leagues to the eastward of the Havannah, when the Admiral issued out his orders to the captains of the ships of war, and the masters of the transports relative to the mode to be observed in landing the troops; the superintendance of which important service was entrusted to Commodore Keppel, who had with him six ships of the line, several frigates, &c. On the 7th at daylight the troops were all in the flat boats ranged in three divisions: the centre under the conduct of the hon. Captain Harvey; the right wing under the captains Hareton and Drake; the left under the captains Arbuthnot and Jekyl, and a reserve under Captain Wheelock. A body of the enemy appearing on the shore to oppose the landing of the troops, the commodore ordered the Mercury and Bonetta to scour the beach, which they completely effected, and the troops were landed without opposition. A more considerable body of the enemy shewing a disposition to dispute the passage of the Cozemar river, the commodore directed Captain Harvey in the Dragon to proceed against a battery at the entrance of that river, which he soon silenced and dispersed the enemy. A detachment of seamen and 800 marines were landed to co-operate with the army in prosecuting the siege. On the 1st of July, the admiral ordered the Dragon, Cambridge, and Marlborough, to attack the Moro; and in order to draw off the enemy's attention from these ships, the Stirling castle was directed to lead in until the first ship should be placed, and then to make

sail and stand out to the fleet; but Captain Campbell, her commander, having neglected to execute this service in conformity to the orders he had received, was the cause of the Dragon getting aground, by which accident she became for some time exposed to a heavy fire from the enemy, and was with great difficulty got afloat.

Captain Campbell is mentioned in the official dispatches of the commander in chief, as having been one of the officers employed by him to cover the bomb-ketches, when they threw shells into the town at the commencement of the siege. This service he appears to have performed very much to the admiral's satisfaction; but in a subsequent part of his dispatch, the following not very honorable mention is made of him: "It was thought three large ships would prove serviceable if placed against the north-east part of the Moro; I therefore ordered for that service the Dragon, Marlborough and Cambridge. Captain Harvey having readily offered to command the attack and made very judicious dispositions in placing the three ships, the Stirling Castle was ordered to lead until the first ship was properly placed, and then to make sail off; but Captain Campbell not having performed that service agreeable to the orders he received from Captain Harvey, he has complained of him, and desired his conduct may be enquired into, which shall be done as soon as the present affairs will permit." Accordingly, after a regular investigation before a court-martial on the 16th of August following, Mr. Campbell was sentenced to be dismissed the service.

The Dragon, Cambridge, and Marlborough, sustained a furious cannonade from eight in the morning until three

in the afternoon; when they were obliged to retire in a most shattered condition. Captain Goostrey, of the Cambridge, fell early in the engagement; his place was ably supplied by Captain John Lindsey of the Trent frigate. The Cambridge had twenty-four men killed and ninety-five wounded; the Dragon, six killed and thirty-seven wounded; and the Marlborough, two killed and eight wounded.

On the 30th of July, a practicable breach was made in the Moro castle, and it was on the same day resolutely carried by storm, with the inconsiderable loss of only two officers and thirty men; the slaughter among the Spaniards was immense. Don Louis de Valasco, captain of a ship of war, and governor of the fort, made a most gallant defence; he was mortally wounded, and his second, the Marquis de Gonzales was killed. His Catholic Majesty, to commemorate the fate of the brave Don Valasco, created his son Viscount Moro, and directed that for ever after there should be a ship in his navy called the Valasco.

On the 11th of August, the Spaniards hung out flags of truce from the town, fort Le Puntal, and the admiral's ship On the 13th the capitulation was signed, and on the following day the British were put in possession of the Havannah. The money, valuable merchandize, with the military and naval stores, which were found in the town and arsenal, amounted to near 3,000,000l. sterling. By the reduction of this place the Spanish navy received a severe blow. Nine sail of the line was taken in the harbour fit for sea; two on the stocks, which were burnt by our people, and three others were sunk at the entrance of the harbour, with a large galleon. This important conquest was

not acquired without a considerable loss on our part, the killed, wounded, missing, and those who died by sickness, which raged to a great degree, during and after the siege, amounted to above 1790 officers and men, exclusive of those who fell a sacrifice to the unwholesomeness of the climate on board the fleet.

Sir George Pocock sent home the honourable Capt. Harvey in the Dragon with his dispatches; and Captain Nugent was entrusted with those from the Earl of Albemarle. Captain Harvey on his passage took a French ship valued at 30,000.

During the siege the Defiance and Hampton Court took out of Mariel harbour, two Spanish frigates, the Vengeance of 26 guns, and the Marté of 18 guns.

On the 24th of July, the Chesterfield of 40 guns, and four transports, having on board troops to reinforce the army from North America, was lost on Cayo Comfite; the seamen and soldiers were saved by the Richmond and some of the transports.

The distribution of the prize-money for the capture of the Havannah, was by no means made conformable to the established rules hitherto observed. The inferior officers, seamen, and soldiers, received a very unequal and undue reward for the distinguished bravery they had displayed, and the several hardships which they had endured during so perilous and fatiguing a service.

On the 3d of November, Sir George Pocock, with a part of the squadron and about fifty transports, sailed from the Havannah for England, leaving the remainder under the command of Rear-admiral Keppel. The admiral had a tolerable passage until he was within 200 leagues of the channel, when the wind veered to the eastward and increased to a violent storm which

continued several days after dispersed the fleet. The Temple and twelve other transports foundered, their crews were fortunately saved by the ships in company. The Devonshire and Culloden had nearly shared the same fate; they were obliged to throw overboard most of their guns; after encountering many difficulties and dangers, they reached the harbour of Kinsale in company with the San Gendro, one of the Spanish prizes.

The fate of the Marlborough was still more deplorable: two days after the fleet had passed the gulph of Florida, she parted company; and being overtaken by a violent storm, the leaks, which were considerable before, increased to such an alarming degree, that Capt. Burnet ordered many of the guns to be thrown overboard, and the anchors to be cut away. All this proved ineffectual, the water still gained upon them; and the crew, exhausted with fatigue and sickness, were with difficuly prevailed upon by their officers to work the pumps; however, by the greatest exertions, they persevered and kept her afloat until the 29th of November, when they were providentially rescued from their perilous situation, by the appearance of the Antelope, which was on her passage from Newfoundland with a convoy to Lisbon. Captain Graves immediately bore down, and finding the miserable condition the Marlborough was in, he took out her crew, and destroyed the ship.

Rear-admiral Keppel cruized off the Havannah and Hispaniola with great success; the whole of a French convoy, escorted by four large armed ships, were captured off Cape Francois. His cruizers also made several valuable captures.

Captain Joseph Mead, in the Fowey, of 20 guns, and 130 men, being on a cruize off Cape Tiberoon, fell in

with, and after a severe and obstinate engagement, captured the Ventura, a Spanish frigate of 26 guns, and 300 men, forty of whom were killed, and many wounded. The Fowey had ten men killed and twenty-four wounded.

On the 29th of October, the Basilisk bomb-ketch of eight guns, and fifty men, after a bloody contest, was captured by the Audacieuse French privateer, of 18 guns, and 140 men. Captain Lowfield and his lieutenant, with a great number of his crew, were killed.

Captain Peter Clarke, in the Ferret sloop of war, attacked a large Spanish ship of 40 guns, which had taken shelter in a bay in the island of Porto Rico; after a smart action, which lasted two hours, he obliged her to strike: she proved a most valuable prize, bound to Cadiz from the Caraccas. For this gallant action, Captain Clarke was made post.

THE ATTACK OF MANILLA.

THE Argo frigate arrived at Madras from England, in the month of June: Captain Richard King, her commander, brought out intelligence of hostilities having commenced against Spain; and orders for Vice-admiral Cornish to proceed with the utmost dispatch to the attack of Manilla. Colonel Draper was sent out to command the land forces. The admiral immediately dispatched the Seahorse, Captain Grant, to cruize off the Philippine Islands in order to intercept all vessels that might be bound to Manilla. In the course of three weeks the troops were all embarked, and every thing ready for this important enterprize. On the 29th of July, Commodore Teddiman sailed with the first divi-

sion of the fleet: and on the 1st of August, the admiral followed with the remainder except the Falmouth, which was left at the request of the presidency of Madras, to convoy the Essex Indiaman, she having on board the treasure for the China ships.

The fleet anchored at Malacca on the 19th, where it took on board water and refreshments. On the 27th it sailed, and on the 23d of September, it arrived in Manilla Bay, to the great surprise of the Spaniards, who had not yet heard of the war, and were consequently ill prepared for so sudden an attack.

The town having been the next morning ineffectually summoned, it was determined to make an immediate descent. The Argo, Seahorse and Seaford frigates were ordered to anchor close in shore, to cover the landing of the troops Which, in the course of the evening, was effected with some difficulty, under the direction of the captains Parker, Kempenfelt, and Brereton, through a most violent surf by which many of the boats were dashed to pieces, a quantity of arms and ammunition damaged, but fortunately no lives were lost. The enemy had collected in force to oppose the landing: but the well directed and brisk cannonade from the frigate, soon compelled them to retire. The troops reinforced by 274 marines, landed and formed on the beach without molestation.

On the 26th, a battalion, composed of 632 seamen, was landed to co-operate with the army under the command of the Captains Collins, Pitchford, and Ourry. On the 29th, in order to divide the enemy's attention, and second the operations of the army, the admiral ordered the Elizabeth and Falmouth to anchor as close to the town as the depth of water would permit, and to

enfilade the part proposed to be attacked. Although the water was too shoal for the ships to approach near enough, their shot had the desired effect; throwing the inhabitants into the greatest terror and confusion.

On the 1st and 2d of October, it blew a most violent storm, attended by torrents of rain, which endangered the whole squadron. The South Sea Castle store-ship was driven ashore, fortunately without being materially injured; and in such a situation as proved extremely useful; her broadside enfiladed the beach, which enabled her to land the intrenching tools, stores, and provisions, with which she had lately arrived, without molestation. By the united efforts of the sea and land forces, the siege was carried on with the greatest spirit and activity. The enemy made several desperate attempts to storm our batteries and intrenchments; but were each time repulsed with a dreadful carnage; as the forces they employed on this service were chiefly composed of Indians, armed only with bows and arrows, who, with a savage ferocity, rushed on the very muzzles of our pieces, and died like wild beasts, gnawing the bayonets.

On the 5th, a practicable breach was made in the enemy's works; and the next morning, at day-break, the fort was carried by storm. The governor and principal officers had retired to the citadel, which being in a defenceless state, they were soon obliged to surrender. To save the city from being pillaged, the inhabitants entered into an agreement to ransom it for four millions of dollars. One million sterling was to be assigned to the East India company, for the aid they afforded in the expedition. The following sums were all the captors received:

	£.	s.	d.
To the Admiral, General, and Commodore	14,120	12	9
To the Captains of the Navy, and Field Officers of the Army, each	1,539	0	8
To the Lieutenants and Masters of the Navy, and Captains of the Army, each	165	4	8
To the Warrant Officers of the Navy, and Subalterns of the Army, each	89	0	5
To the Petty Officers of the Navy, and Non-commissioned Officers of the Army, each	30	1	0
To the Seamen and Soldiers, each	6	0	0

In the harbour several large ships were taken, and a considerable quantity of naval and military stores were found in the royal magazines, which enabled the admiral to refit the fleet, now become in a most reduced and crippled condition.

The loss sustained during the siege was very inconsiderable, when compared with the hardships and fatigue to which the troops and seamen were constantly exposed. Four officers were killed, 5 wounded, and 2 drowned; 28 seamen and soldiers killed, 106 wounded, and 11 drowned. Commodore Teddiman, in attempting to enter the river in his barge, the morning after the reduction of Manilla, was unfortunately drowned, with five of his people.

Captain Richard Kempenfelt was appointed to act as governor of the citadel of Cavite, and was afterwards entrusted with the admiral's dispatches to England.

On the 7th of November, during the siege, Admiral

Cornish received intelligence that the galleon, St. Philippina, was on her passage from Acapulca to Manilla. The Panther and Argo were instantly sent in quest of her. On the 30th of October, Captain Parker discovered a large sail off the island of Capul, and gave chace. A rapid and adverse current obliged the Panther to anchor: but the Argo got alongside of her, and after a smart action of two hours, Captain King was compelled to sheer off to repair his damages. At nine the next morning the Panther came up with the chase, and engaged her within musket-shot until eleven, when she struck, and proved to be the Santissima Trinidada, which had sailed from Manilla on the first of August, bound to Acapulca; but having encountered a heavy storm, was dismasted, and on her return to refit. She was pierced for sixty guns, but had only thirteen mounted, and eight hundred men. The money and merchandize found on board were estimated at three millions of dollars. In the mean time the Philippina had arrived at Palapa, a port on the island of Samar. The governor, and principal merchants of Manilla, entered into an agreement with Admiral Cornish and General Draper, that the galleon should be given up to the English with all her treasure and plate on board, provided they might be allowed to take out of her as much money as would pay off the remainder of the four million of dollars which was due for the ransom of the city. The admiral and general having acceded to this proposal, the Argo and Seaford frigates were dispatched to Palapa, with a deputation from the governor of Manilla, ordering the general of the galleon to deliver her up to the English. The captains of the frigates used every effort, for three months, to beat through the Straits of

Embocadero, against a strong N. E. monsoon, during which time they encountered very tempestuous weather; and were frequently in imminent danger of being lost. They were at length obliged to bear away for Manilla without effecting their purpose in a most shattered condition, and in great want of provisions.

Soon after Admiral Cornish sailed for the coast of Coromandel, leaving the Falmouth and Seaford for the protection of Manilla; and with orders for Captain Brereton to sail for Palapa, to take possession of the galleon as soon as the season would permit. This commission never appears to have been executed, as nothing more was ever heard of the cargo of the Philippina; and the Spanish government refused to pay the two million of dollars due for their ransom.

The preliminaries of a general peace, which had been signed at Fontainbleau, November 3, were ratified on the 10th of February, in 1763, and proclaimed in London, on the 22d. The complement of men for the sea-service was now reduced to 16,000, including 4217 marines: the fleets on foreign stations were ordered home, and the whole paid off; about twenty sail of the line were recommissioned as guard ships.

His majesty's squadrons, as now established, were:

At Portsmouth seven guard ships, from 74 to 60 guns.
At Plymouth eight ditto, from 74 to 60 guns.
At Chatham four ditto, from 74 to 60 guns.
Mediterranean, nine ditto, from 64 to 14 guns
North America, twenty ditto, from 50 to 10 guns.
Leeward Islands, one of 60 guns.
Jamaica, sixteen guard ships, from 64 to 8 guns.

Africa, five ditto, from 44 to 14 guns.
East Indies, one of 60 guns.
Newfoundland one of 50 guns.

Number of seamen and marines employed during the war.....	184,893
Number that appears to have been killed in action, or by accident.....	1512
Died by disease or missing.....	133,708
Total lost....	131,220

Remaining on the books at the navy office 49,673, all of whom excepting 16,000 were paid off.

The Marine Society, on the peace taking place, liberally proposed to take and provide for all boys under 16 years, who were or might be discharged from his majesty's service, on producing certificates of their good behavior from their respective officers. Accordingly 295 boys were, upon application, thus provided for.

A large body of sailors presented a petition to the king, requesting to have their R's taken off. His majesty was graciously pleased to grant the request to all those who should appear by the books at the navy office, to have deserted and entered again on board a king's ship. A petition was also presented by another body of sailors, requesting the payment of their prize-money which according to custom, after a certain time, had been paid to Greenwich-hospital.

On the 20th of October, 1763, the shifting of the monsoon, on the coast of Coromandel, was attended with a violent storm, several vessels in Madras road foundered, others were driven on shore and beat to pieces, the most of whose crews miserably perished. The Norfolk, America, and Weymouth were under the ne-

cessity of putting to sea, and returned a few days after dismasted, and in a very leaky condition.

During this war the British flag acquired a considerable degree of glory; but such were the expences of it, which amounted to little less than eighteen millions sterling, that the necessity of concluding a peace was acknowledged by all his majesty's ministers and privy counsellors, except two. The terms granted by the enemy were such as the British ministry thought admissible, and adequate to the occasion. By this treaty the whole of the continent of North America, on this side the Mississippi, except the town of New Orleans, with a small district round it, was surrendered to us by France and Spain, in consideration of our restoring to Spain the island of Cuba; and to France the islands of Martinico, Gaudaloupe, Mariegalante, and Desirade, and in consideration of our granting the French two small islands on the coast of Newfoundland, and quitting our pretensions to the neutral island of St. Lucia, they yielded to us the islands of Grenada, and the Grenadilles, and quitted their pretensions to the neutral islands of St. Vincent, Dominica, and Tobago. In Europe likewise the French restored to us the island of Minorca, and we restored to them the island of Belleisle. In Africa we retained the settlement of Senegal, but returned Goree, a small island of little value. The article that relates to the East Indies, was dictated by the directors of the English company, and which restored to the French all the places they had at the beginning of the war, on condition that they should maintain neither forts nor forces in the province of Bengal. The city of Manilla was restored to the Spaniards, who granted us the liberty of cutting logwood in the bay of Honduras in America.

WE shall now conclude our present remarks with brief memoirs of the most illustrious actors in the preceding pages, whose services and lives terminated at this period.

THE HON. EDWARD BOSCAWEN,

Third son of Hugh, first Lord Viscount Falmouth; was born on the 19th of August, 1711. The ancestors of the noble family, whence this distinguished seaman derived his birth, are traced up to the year 1199. The family name, according to the custom of ancient times, was adopted from the manor of Boscawen-rose, in Cornwall, of which they were possessed. Edward Boscawen, the subject of these memoirs, having betaken himself to a naval life, passed the subordinate stations with great credit, and was, on the 12th of March, 1737, appointed captain of the Leopard, of fifty guns. In 1739, we find him commanding the Shoreham frigate, employed on the Jamaica station as a cruiser. His own ship being unfit for sea, when Mr. Vernon sailed on the expedition against Porto Bello, Mr. Boscawen stepped forward with great spirit, and requested to serve under him as a volunteer. He distinguished himself in the reduction of that fortress, and superintended on the demolition of it. On the attack of Carthagena, in February, 1741-2, (See vol. i. p. 245-8), he had the command of a parcel of seamen, who resolutely attacked and took the fascine battery, of fifteen twenty-four pounders, and a smaller of five guns, notwithstanding a desperate resistance. After Mr. Boscawen's return, till 1745, he seems to have been principally employed as a cruiser in the channel. In January, 1746, he was made captain of the Namur, and on November the 26th, of the same year, being commodore of a small squadron, he took

the Intrepid, a French privateer from St. Maloes, of twenty guns, and two hundred men. He signalized himself in the engagement between the British fleet, under Admiral Anson, and a French squadron of men of war, which was convoying a valuable fleet of merchantmen to the East and West-Indies, on the 3d of May, 1747. He most eminently contributed to the complete success which attended this action, and was severely wounded in the shoulder by a musket-ball. For his services on this memorable day, Mr. Boscawen was created an admiral of the blue squadron, and soon after appointed commander-in-chief of a squadron ordered for the East-Indies, and general of the land-forces employed on that expedition. On the 28th of July, 1748, the fleet arrived at Fort St. David, when the admiral proceeded to attack Pondicherry by land. This enterprize proved unsuccessful; and soon after the raising of the siege, intelligence arrived from England of the conclusion of a peace. On the 19th of October, 1749, the admiral sailed from the coast of Coromandel for Europe, and arrived at Spithead in April, 1750. He was advanced to be rear-admiral of the white on his return; and on February the 4th, 1755, to the rank of vice-admiral of the blue, and set sail from Plymouth on the 27th of that month, with eleven ships of the line, and a frigate, with two regiments for the banks of Newfoundland. This expedition was intended to watch the motion of the enterprising enemy. Soon after the arrival of this fleet at the place of destination, the French fleet, of twenty-five ships of the line, besides frigates, under M. de la Motte, came to the same station; but the fogs, which prevail on those coasts, concealed the two armaments from the sight of each other; but

two of the French ships, having been separated from the rest in the fog on the 9th of June, fell in the next day with the Dunkirk and Defiance, two sixty-gun ships, commanded by Captain Howe, and Captain Andrews; and were both taken after an engagement of about five hours. The two captured French ships were, the Alcide, of sixty-four guns, with four hundred and eighty men, and the Lys, pierced for sixty-four guns, but mounting only twenty-two, with eight companies of land forces on board. On the 8th of February, 1758, Mr. Boscawen was declared admiral of the blue. The reduction of Louisburg, in the island of Cape Breton, being in contemplation, Admiral Boscawen was pitched upon to command the armament destined for that purpose. See p. 74-9.

Though, from the very nature of his situation, he being only generally concerned in these transactions, yet his diligence and attention were so much displayed on this occasion, that the thanks of the house of commons were voted to be communicated to him on the 6th of December, 1758. On February the 2d, 1759, he was sworn of the privy-council, and took his seat at the board accordingly. This gallant admiral, being invested with the command of a squadron of fourteen ships of the line, and two frigates, for the Mediterranean service, set sail from St. Helen's on April the 14th, 1759; and after his arrival in that sea, he displayed the British flag before Toulon, by way of defiance to the French fleet, which lay at anchor there, under M. de la Clue, consisting of twelve large ships, and three frigates, preparing to join M. Conflans at Brest. But the attempt to burn some of the ships in that harbour proved unsuccessful. In January, 1760, Admiral Boscawen

was declared general of marines, with a salary of 3000l. a year, and again put to sea on the 6th of February; meeting with a series of tempestuous weather, he was forced into Plymouth, with his little fleet very much shattered, on the 15th; but the Ramilies, of 90 guns, was lost.

He was, in the course of the ensuing summer, with Sir Edward Hawke, commander in Quiberon bay. Unhappily for his country he was soon, after, by a premature death, deprived of displaying those virtues and qualities which were both its ornaments and defence. A bilious fever terminated his life on the 10th of January, 1761. His body was conveyed to Cornwall, and interred amongst his ancestors, in the parish church of St. Michael, at Penkevil, where a monument, on which the following inscription is engraved, has been erected to his memory:—

Here lies the Right Honourable
EDWARD BOSCAWEN,
Admiral of the Blue, General of Marines,
Lord of the Admiralty, and one of his Majesty's Most
Honourable Privy Council.
His birth, though noble,
His titles, though illustrious,
Were but indicated additions to his greatness.
History,
In more expressible, and more indelible
Characters,
Will inform latest Posterity,
With what ardent zeal,
With what successful valour,
He served his country.

And taught her enemies
To dread her naval power.
In command
He was equal to every emergency,
Superior to every difficulty.
In his high department, masterly and upright.
His example formed, while
His patronage rewarded,
Merit.
With the highest exertions of military greatness,
He united the gentlest offices of humanity,
His concern for the interest, and unwearied
Attention to the health of all under
His command,
Softened the necessary exactions of duty.
And the rigors of discipline,
By the care of a guardian, and the tenderness
Of a father.
Thus beloved and revered.
Amiable in private life as illustrious in public,
This gallant and profitable servant of his
Country,
When he was beginning to reap the harvest
Of his toils and dangers,
In the full meridian of years and glory.
After having been providentially preserved
Through every peril incident to his profession,
Died of a fever,
On the 10th of January, in the year 1761,
The 50th of his age,
At Hatchland Park, in Surry,
A seat he had just finished, (at the expence of the enemies of his country)

And amidst the groans and tears
Of his beloved Cornish men, was
Here deposited.
His once happy wife inscribes this marble,
An unequal testimony of his worth,
And of her affection.

ADMIRAL CHARLES STEVENS,

THIS gentleman after the customary preliminary services, was, in 1737, appointed lieutenant of the Falmouth, of 50 guns, ordered for the coast of Africa, with a squadron under Mr. Anson. In 1741-2, he was advanced to be captain of the Ludlow-Castle, in which he continued till September, 1744; when he was promoted to the Portland of 50 guns. Being employed principally as a cruiser, he captured a French ship of war, mounting 50 guns; many of the particulars respecting this action are related by himself, in his official letter.

"On the 9th instant, at four in the afternoon, Scilly bearing N. by W. distance twenty-seven leagues, in the latitude of 49. N. with his majesty's ship Portland under my command, I engaged the August, a French ship of war, of 50 guns, and 470 men. After two hours and a half close action, she struck, having fifty men killed, and ninety-four wounded, all her masts so shattered that they went by the board, and so many shot in her hull, that, with the late hard easterly wind, I was obliged to put away with her before it one hundred leagues to the westward, and am now towing her for Plymouth. My officers and men behaved with the greatest bravery, and were greatly rejoiced to have met so equal a force, to try the strength of his majesty's arms." &c. &c.

Captain Stevens remained in the Portland during the remainder of the war, but had no favorable opportunity of distinguishing himself. He afterwards successively commanded the Lichfield and the Orford; in the latter of which, in 1755, he captured the Esperance, of 74 guns. In 1757 he hoisted a broad pendant on board the Elizabeth, as commodore of a small squadron ordered to reinforce the British armament in the East Indies; in which service he bravely and diligently seconded the efforts of his respective commanders. In an action with the French squadron on the 4th of August, 1758, he was wounded on the shoulder by a musket-ball; prior to which he had been raised to the rank of rear-admiral of the blue, though intelligence of that promotion did not reach him till the close of the year. Being in the ensuing year advanced to be rear-admiral of the red, he removed his flag into the Grafton, and was a second time engaged with the French fleet, under Count D'Ache, off Pondicherry. Succeeding Mr. Pocock, as commander in chief on that station, and preparations being made for the siege of that fortress, Mr. Stevens undertook the blockade by sea with the squadron, while Colonel Coote undertook a similar operation on the land side with the army. After experiencing a tremendous hurricane, and combating many other difficulties, (for which see p. 161.) Admiral Stevens pressed the siege with reiterated vigor, and the place surrendered on the 15th of January, 1761. The remainder of this gentleman's days were principally occupied on the civil and other arrangements necessarily required on the event of so important a conquest; his death happened on the 17th of March following.

ADMIRAL NICHOLAS HADDOCK,

Was the youngest son of Sir Richard Haddock, knight, comptroller of the navy, and joint-admiral of the fleet with Sir John Ashby. Like his father he went early to sea, and so eminently distinguished himself as a lieutenant, that on the 6th of April, 1707, being then only twenty years of age, he was appointed captain of the Ludlow Castle. Being immediately ordered into the North Sea, he had the good fortune on the 30th of December to fall in with two French frigates, the Nightingale and Squirrel, which had formerly been in the English service, but now fitted out from Dunkirk as privateers. They both lay by till he came within gunshot of them; and then made sail from him before the wind. At eleven o'clock at night he came up with the Nightingale, which immediately struck, but the other escaped. The captain of the Nightingale was an English renegado, who had formerly commanded an English sloop, and, having been tried by a court-martial for irregular practices, was broke; a lieutenant, a midshipman, and a sailor, natives of England, were taken on board the ship, together with an Irish priest: all these Captain Haddock sent up prisoners to London, where they were tried for high treason. In 1717 we find Mr. Haddock captain of the Shrewsbury, of 80 guns, ordered for the Baltic, under Sir George Byng. In the next year he removed into the Grafton, also a third rate, though mounting only seventy guns. In this ship he also accompanied Sir George Byng, in the Mediterranean, and greatly distinguished himself in an action with the Spanish fleet off Sicily. In the account of this action the following honorable mention is made of Captain Haddock:

"The ship which suffered most with us was the Grafton, the captain of which though he had not the good fortune to take any particular ship, yet was engaged with several; he behaved very much like an officer and a seaman, and bids fair for stopping the way of those four ships that he pursued, who escaped, not through his fault, but failure of wind, and his own sails and rigging being much shattered."

Continuing in the Mediterranean, and being assisted by Captain Winder, in the Rochester, he sunk a Spanish ship of war, of 70 guns, and drove another of 60 guns a-shore in the bay of Catania. He also took several valuable prizes. Returning to England in 1721, he was appointed captain to the Torbay, of 80 guns, on board which ship Sir Charles Wager had hoisted his flag as commander of a squadron intended to be sent to Lisbon, to demand satisfaction for an insult that Portugal had offered Britain. The court of Portugal, however, prudently shrunk from the contest, and by concession saved Sir Charles the trouble of putting to sea. In May, 1734, Captain Haddock was advanced to the rank of rear-admiral of the blue, and hoisted his flag on board the Namur, of 90 guns, under Sir John Norris, as third in command of the fleet at Spithead. During that year the fleet never proceeded to sea, but in 1735 it proceeded to Lisbon, and by its formidable appearance averted the impending attack. The business was amicably settled, and the fleet returned home, after having remained a considerable time in the Tagus. In In 1738 the Spaniards gave repeated piratical insults, notwithstanding they professed conciliatory measures. This conduct produced the well-known convention with Spain, which tended rather to inflame the minds of the

people, and render them eager for war than to pacify and quiet them. Mr. Haddock, with other commanders, was therefore ordered in 1739, in different parts of the world, to make reprisals on the Spaniards; and in this kind of warfare he was remarkably successful, and had a continuance of good fortune during the year 1740.

On the 11th of March he was appointed vice-admiral of the blue, (having before been successively made rear-admiral of the white and red). During the summer, he continued to block up the port of Cadiz, to prevent the junction of the Spanish ships there with the Toulon squadron. Early in the month of December he got sight of the combined squadron, which were drawn up in a regular line to receive him, but the French admiral De Court sent a flag of truce with a messenger, to acquaint Mr. Haddock, "That as the Spaniards and French were then engaged in a joint expedition, he must obey his orders, and protect his master's allies." On this extraordinary event he called a council of war, when it was unanimously decided that the squadron should repair to Mahon, and wait for the reinforcement expected from England, under Commodore Lestock: but before this could arrive the combined fleets had repaired to Barcelona.

On the arrival of Mr. Lestock to join the vice-admiral, all possible dispatch was used in getting ready for sea, that by their united endeavors they might scour the coasts of Italy, and impede the introduction of supplies or reinforcements to the Spanish army. But before the fleet were ready to sail, the vice-admiral was attacked by a severe indisposition, which compelled him to resign the command of the fleet to Mr. Lestock, and return to

England where he arrived on the 26th of May. His malady was an extreme dejection of spirits, occasioned it is said, by chagrin and disappointment, at not having struck some signal blow which would eventually terminate the war. After his arrival in England he never undertook any other employment, but was progressively promoted to be vice-admiral of the white, vice-admiral of the red, and admiral of the blue. He lived universally esteemed, and died universally lamented, on the 26th of September, 1746, in the 60th year of his age.

CAPT. JAMES CORNWALL,

THE third son of Henry Cornwall, of Bradwardin Castle, in the county of Hereford, was, on the 3d of April, 1724, appointed captain of the Sheerness; and in the year 1733, he was made commander of the Greyhound, a frigate of 20 guns; which, with two others of the same force, were fitted out for the purpose of obtaining satisfaction from the Salletines for the insult offered to the nation, in the capture of an English ship, by one of their corsairs. This little squadron, of which Mr. Cornwall was commanding officer, sailed from Portsmouth on the 3d of March, and arrived, after a very quick passage, at Gibraltar, on the 11th. They sailed the next day for Tetuan, the Bashaw of which place was so much the friend of peace, that he dispatched a special messenger to Mequinez, to intercede with the emperor and induce him to comply with the just demands of the British court.

The matter would in all probability have been very amicably and speedily settled, had not a considerable number of Portuguese been taken a little time before, by some of their corsairs, and carried into slavery. These his Imperial Majesty would not consent to the releasement of, and, in consequence of his refusal, the British ships, together with some of the Dutch nation, took their stations off Tetuan, and blocked up the port so completely that none of the corsairs could put to sea.

Mr. Cornwall does not appear to have been engaged in any other memorable service during the continuance of peace; but immediately after the commencement of hostilities with Spain, he was pitched upon to command a squadron intended to be sent to the South Seas, round Cape Horn. A second armament of equal force was to have been sent to the East Indies, under Mr. Anson, who was to be joined by Mr. Cornwall. This plan, which in all probability would have been of the highest consequence and utility, was afterwards most strangely abandoned, and, as we have already shewn in the life of Mr. Anson, one part only of the intended armament was dispatched: this was put under that gentleman's command, who proceeded to the South Sea instead of Mr. Cornwall. No particular mention is made of the latter till the year 1731, when he commanded the Bedford, of 70 guns, one of the Channel fleet under Sir John Norris. The Spaniards having no force capable of encountering it, nothing more remarkable took place than the usual operations of cruizing, as well for the protection of British commerce against any straggling ships or frigates which might slip out singly from the

enemy's ports, as for the annoyance of that of Spain. Mr. Cornwall was soon afterwards ordered to the Mediterranean, where he was, on the resignation of Captain Graves, appointed to succeed him in the command of the Marlborough. He served with the most distinguished reputation in the unfortunate encounter with the French and Spanish fleets off Toulon, being stationed as one of the seconds, to Mr. Mathews, the commander in chief, whom he most nobly and gallantly supported, till the fatal moment that deprived him of life, and his admiral so brave a coadjutor.

The parliament, in gratitude to the bravery of this noble unfortunate commander, voted a large sum of money for the erection of a splendid monument in Westminster-abbey, to his memory. On which is the following inscription:

Amongst the monuments of ancient merit,
In this sacred cathedral, let the name of
JAMES CORNWALL,
Be preserved, the third son of HENRY CORNWALL,
Of Bradwardin Castle, in the county of Hereford, esq.
Who, from the very old and illustrious stock of
The Plantagenets,
Deriving a truly ancient spirit, became
A naval commander of the first eminence,
Equally and deservedly honoured by the tears and
Applause of Britons, as a man
Who bravely defended the cause of his country
In that sea fight off Toulon;
And being by a chain-shot deprived
Of both his legs at a blow, fell unconquered
On the 27th of Feb. 1743, in the 45th year of his age,

Bequeathing his animated example to his fellow
Sailors,
As the legacy of a dying Englishman,
Whose extraordinary valour could not be recommended
To the emulation of posterity in a more ample eulogy
Than by so singular an instance of honour;
Since the Parliament of Great Britain, by an unanimous
Suffrage,
Resolved, that a monument, at the public expence,
Should be consecrated to the memory
Of this most heroic person."

The annexed letter, written by an impartial person on board the Marlborough in a very few days after the action, will best explain the share that unfortunate ship held in the encounter. This must certainly be considered one of the most authentic and curious documents that has ever been hitherto made public relative to it, more particularly as having been drawn up before the minds of men were so heated with the frenzy of party and attachment to one side of the question or other, that little authenticity could be expected from their accounts.

"*Marlborough, Mahon harbour*, 16 *Feb.* 1733-4.

"If you received mine of the 1st instant, with P. S. of 6th, you will not be surprised when informed of the battle off Toulon; and though you probably will hear of it before you have this, yet I believe a letter from one in the battle will not be disagreeable to you.

"On the 8th, O. S. our cruizers off Toulon, made a signal that the French and Spanish fleets were preparing to come out, which they did accordingly that even-

ing and next morning, when we likewise weighed; but the wind blowing pretty fresh N. N. W. and the enemy having the weather gage, we returned to Hieres in the afternoon and lay at single anchor, intending, if the enemy steered towards Italy, to follow them by the eastern passage, and hoping by that means to get to windward of them. They stretched to the southward, but were becalmed that night at the back of the westermost island. On the 10th we sailed out again, and the wind changing to the east, we had then the weather gage. The Chichester and Boyne, of 80 guns each, joined us that morning from England. That day we could not come up to the enemy. In the night the vice-admiral's division fell astern. On the 11th, in the morning, we were joined by the Royal Oak, of 70 guns, the enemy about two leagues distance in a very good line, sometimes with an easy sail, sometimes lying-to expecting us; our line in order, the vice-admiral's division being far astern, and that of the rear-admiral not in their stations. Admiral Mathews made all the sail he could, repeating the signals for the line. About twelve at noon, his division and some of the rear-admiral's came up within gun-shot of the enemy. His first intention was to attack the French admiral in the Terrible, of 74 guns, our ship and the Norfolk were to have been his seconds; and accordingly passed by within musket-shot of the Real without firing at her: but finding the French admiral stretched away with all the sail he could in order to get to windward, the admiral thought he might intercept some of the Spanish ships, and ordered us to tack and engage the Real. He likewise tacked and fired at, receiving one broadside from the Real himself, which wounded his main-mast

and hurt his rigging very much, so that he fell off, and could not come up again till we were disabled. We were within less than pistol-shot along-side of the Real, who had for her second a seventy gun ship that lay upon our quarter. We fired our first broadside on one o'clock, and continued engaged with both these ships, without any assistance, till thirty-five minutes after four, sometimes so near that our yard-arm touched that of the Real, and never further than pistol-shot: at last, all the Real's guns were silenced; at least they made no return to the fire we made, and she went off: her second followed her, and gave us a broadside at parting. The Real had her main-yard and fore-top-mast shot through in several places, two port holes beat into one. We likewise were disabled, our main-mast and mizen-mast were shot away; our captain, Cornwall, was killed, having both his legs shot off; Captain Godfrey, of Read's regiment, part of which was on board our ship, was killed; our first lieutenant, Frederick Cornwall, had his right arm shot off; our master, Caton, both his legs, and is since dead; fifty men were killed, and 140 wounded; Dalrymple, ensign in Read's, had all his cloaths torn, his back razed, and himself stunned by a cannon-ball; he was carried down as dangerously wounded to the surgeon, but as soon as he recovered himself, finding his wound but slight, returned with great courage to his post. Thus disabled, we saw five large ships of the enemy coming down upon us: we were in no condition either to fight or make off, but sent to acquaint the admiral with our state; he had made a signal to the Ann galley fireship, Macky, to endeavour to burn the Real: but the Spanish admiral having perceived his intention, sent his launch full of

men to take the fireship. In the scuffle both launch and fireship were burnt, and all in them. Our admiral then bore down upon the Real, which being perceived by the ships who were going to attack us, they left us to assist their admiral. This was followed by a very smart engagement between some of our ships and theirs, which lasted about an hour, when the night parted them. The Berwick, and Hawke, totally disabled a Spanish man of war, of sixty or seventy guns, shooting away all her masts: a French man of war of sixty guns, was sunk: the Norfolk, Forbes, obliged a ship that engaged her to make off: the rear-admiral fell in with the French admiral, three more French men of war, and two Spaniards, and was very severely handled, but not disabled. That night our ship was in perpetual apprehension of being boarded by some of the enemy's fireships; but the next morning we saw the enemy about four leagues a-head of us; and the Somerset, one of our headmost ships, engaged with one of their's; who, after an hour's fight, made sail to their fleet; when the Somerset did not think fit to follow her. That morning the Burford, of 70 guns, joined us; the admiral, in a very good line, followed the enemy: the vice-admiral's division being at last come up, the Oxford was left to take care of us to Mahon. About eight at night we saw, at about the distance of eight leagues, a ship blown up. The wind was easterly, and the enemy to the westward of Toulon, so that we were sure they could not recover their own port. The next day, the 13th, the wind blew very hard, though fair. Our ship having very little sail, for our foremast was also wounded, rolled very much and put the wounded men to great pain; who, in their agony, cried out, they wished

they had died sinking and sunk by the Real. Wednesday morning we got safe here, and have reason to bless God we had so good a passage, for had the wind been contrary we had probably perished. The Spaniards, both before and in the action, behaved like Englishmen. Their admiral, Don Juan de Navarro, was bred a lawyer, but has shewn himself not unworthy of the command he is entrusted with. The French admiral Le Court, was captain to Count Thoulouse in the Malaga engagement, and is reckoned a brave old man. Perhaps some questions may be asked of some of our captains—

"The French admiral commanded, the Spanish admiral repeating the signals after him: this was, I suppose, to shew that they were under the protection of the French: nor did they fire till we gave the first broadside. The enemy had twenty-eight ships of the line; we twenty-nine, reckoning the reinforcement mentioned above; but not above ten of our's engaged. Had we been in a regular line, in all probability we must have totally routed them. As to our killed and wounded I cannot give any particular account. Captain Forbes was slightly wounded by a gun over his foot; captain Russel, the admiral's captain, lost his right arm; Darby, lieutenant of marines, in the admiral's ship, was blown up by some powder in the poop, but not killed; Carter, an ensign from Gibraltar, in the Barfleur, lost an arm and an eye.

"Last night our whole fleet appeared in sight of the island; and this morning the hospital ship, Lord Colvill, came in; he says, that the fleets did not engage again on Sunday; that the ship blown up on Sunday evening was one of the enemy's, which had been dis-

abled; probably, by the Berwick; out of which the enemy had taken all the men, except eleven, whom we made prisoners; and then, by our boats, set the ship on fire. That the Real was seen on Sunday in the same shattered condition she left us, without a main yard, and all her sails in rags. That the fleets were separated on the 13th by the hard gale, and that Mr. Mathews had pursued the enemy to the coast of Catalonia. That on the 17th, the Firedrake bomb joined him from Villa Franca, who had seen seven Spanish men of war bearing to the northward; upon which Mr. Mathews had changed his course in hopes of finding them. I heartily wish I could have sent you the news of a victory. Ours had the advantage; but not so much as might have been expected. I can assure you we have lost no ship, nor is there any one disabled but the Marlborough. I am under no small apprehension about the reports, which you will have from the French, about this battle, in England; and, as they are well acquainted with all our ships, make no question but they will say the Marlborough is lost or burnt."

LORD ANSON.

THIS nobleman was the second son of W. Anson, esq. of Shugborough, in the county of Stafford. Having very early in life manifested a propensity to the naval service, he received a suitable education for such a pursuit; and passing through the subordinate stations of midshipman and lieutenant with much credit, was, in 1722, appointed commander of the Weazle sloop. On the 1st of February, 1723-4, he obtained the rank of captain, and the command of the Scarborough fri-

gate. In 1731, we find him captain of the Diamond, of forty guns. In 1737, he was appointed to the Centurion, of sixty guns, and sent as a commanding-officer, with a distinguished pendant, to the coast of Africa, from whence he passed to Carolina; where he purchased land, and built a town, which is called after his own name. In 1739, he was chosen commander of an expedition against the Spanish settlements in South America, as we have already related.

So high was the degree of credit acquired by the commodore, in consequence of his conduct during this very perilous voyage, that, soon after his return, he was made rear-admiral of the blue, and one of the lords of the admiralty. He was also chosen member of parliament for the borough of Heydon. In 1747, he commanded the channel fleet, and fell in with six French men of war, and four East-Indiamen, all of which he captured. The admiral returned immediately to England, bringing the captive squadron with him to Spithead; and so high an opinion was entertained of the address with which he had conducted himself, that, on the 13th of June, he was created a peer of Great Britain, by the title of Lord Anson, Baron of Soberton, in the county of Southampton. On the 17th of July, he was appointed vice-admiral of the red, and on the 12th of May, 1748, admiral of the blue. On the death of Sir John Norris, in July, 1749, he was appointed vice-admiral of Great Britain: on the 22d of June, 1751, on the resignation of the Earl of Sandwich, he was appointed first lord of the admiralty, a station in which he continued, with a very short intermission, till his death. In 1758, he commanded the Channel fleet, having under him the gallant Sir Edward Hawke. After this he was

appointed admiral and commander-in-chief of his majesty's fleets. The last service, in which this noble admiral was engaged, was in convoying her present majesty to England, in 1761.

His lordship died suddenly at his seat at Moor-Park, in Hertfordshire, June 6, 1762. He married a daughter of the first Earl of Hardwicke, who died before him without issue. He left the bulk of his fortune to his sister's son, George Adams, esq. member for Saltash, in Cornwall, who immediately assumed the name of Anson, in pursuance of his lordship's directions.

NAVAL TRANSACTIONS

From the Peace of 1763, to the recommencement of Hostilities with France, in 1778.

Cursory Transactions—Voyage of Discoveries by Byron, Wallis, and Carteret—Death of His R. H. the Duke of York—Cook's first Voyage of Discoveries—Discontents of North America—Cook's second Voyage—Phipps's Voyage—Hostilities in North America—Destruction of Norfork, in Virginia—Attack of Charlestown—Reduction of New York—Actions on Lake Champlain—Cook's third and last Voyage—Battle at Brandywine—Various Engagements.

IN 1764 another trial was made of Mr. Harrison's time-keeper, on board the Tartar frigate, commanded by Captain John Lindsay, who was ordered to receive him on board, and proceed to Barbadoes. The Tartar sailed from Spithead on the 20th of March, and arrived at Madeira on the 19th of April. The correctness of the time-keeper was ascertained by a certificate from the Captain. Mr. Harrison returned to England in a merchant vessel, and arrived in London on the 18th of July, when he found by the clock, examined that day by the transit instrument, that the time-keeper only differed fifteen seconds slow, allowing for the variation of the thermometer, as specified in his journal, but without allowing for such variations, and abiding by his declaration of the uniform gain of one second a day, it had then gained fifty-four seconds from his departure.

A French ship of 74 guns, and two smaller vessels of

war, were, on the 1st of June sent from St. Domingo to dispossess the British settlers, of Nesks Island. The court of France, on a complaint being made of this infringement of the treaty of peace, denied having authorized such a proceeding, and instantly dispatched orders to the Count D'Estaing, governor of St. Domingo, to restore the island in the state it was in, and to make reparation for any damage which the British settlers might have sustained.

Commodore Harrison, who commanded in the Mediterranean, being informed that a ship under English colors had been seized by an Algerine corsair, proceeded with his squadron off Algiers, and demanded satisfaction from the Dey for the insult offered to the British flag. Contrary to the general custom of these pirates, the Dey, without requiring any money or present, ordered the ship to be immediately restored.

His Majesty's ship Dolphin, of 20 guns, commanded by the honorable Captain John Byron, and the Tamer sloop of war, of 14 guns, Captain Mount, sailed, on the 3d of July, from Plymouth, on a voyage of discoveries. After stopping at Madeira and the Cape de Verds, they proceeded to Rio Janeiro, on the coast of Brasil. On the 16th of October the commodore sailed from thence, and soon after made the ship's companies acquainted with the nature of his expedition; and that the lords commissioners of the admiralty had, in consideration, promised to allow them double pay, provided they behaved themselves to the satisfaction of their officers during the voyage. On the 21st of November the ships anchored in Port Desire, where they found several wells of fresh water not far from the beach, out of which they completed their stock: and on the 5th of Decem-

ber sailed in quest of Pepy's Island. After cruizing several days without being able to discover it, and the weather extremely stormy, the commodore bore away for the Straits of Magellan. On the 18th of December being off the coast of Patagonia, several of the natives were observed making signs of invitation for them to land. Mr. Byron, accompanied by some of his officers, and a boat's crew well armed, ventured on shore. The commodore describes these people as by no means savage or rapacious in their disposition; they are of a gigantic stature, most of them measuring seven feet in height; their bodies were naked except the shoulders, over which were thrown skins of beasts; their faces were painted of different colors, so as to give them an hideous appearance. Many of them were on horseback, the women astride: the horses were not large, but extremely active; and they managed them with great dexterity. A pad served for a saddle, without stirrups; the bridle was a thong of leather and a piece of hard wood for a bit; they had also with them a number of dogs. Mr. Byron presented these Indians with some beads and ribbonds, with which they appeared highly delighted. Having quitted the coast of Patagonia on the 14th of January, 1765, being in the latitude of 51 degrees south, and longitude 63 degrees 22. minutes west, some small islands were discovered, in one of which was found a most excellent harbor, where the ships anchored. Mr. Byron, in compliment to the first lord of the admiralty, gave it the name of Port Egmont. These islands were surveyed and taken possession of for his majesty, by the name of Falkland's Islands. Mr. Byron did not doubt but that these were the islands denominated by Cowley, Pepy's Islands. From hence the ships sailed to

Port Desire, and having refitted and completed their water, once more steered for the Straits of Magellan; which, on the 17th of February, the commodore entered; but a continuance of tempestuous weather, accompanied with many other difficulties and dangers, prevented him from getting into the Pacific ocean before the 9th of April. Commodore Byron now pursued his course to the N. W. On the 7th of June, in the latitude of 14 degrees five minutes south; longitude 144 degrees 58 minutes west, a cluster of small islands was discovered. On approaching the shore, several of the natives were observed armed with spears and clubs, coming down the beach. Cocoa-nut trees were seen in great abundance; and from the luxuriant appearance of these islands, many other fruits and vegetables might be expected. Boats were sent to sound and find a proper place to land; but every part of the coast was found to be inaccessible, being bounded by stupendous rocks, on which a most violent surf constantly broke. The disappointment was truly mortifying to the ship's crews, who were beginning daily to experience the effects of a most inveterate scurvy. These islands extended to 15 degrees 10 minutes south, and 169 degrees 28 minutes west, all appearing equally fruitful, and as equally inaccessible; to the first Mr. Byron gave the name of King George's islands: to the others, Prince of Wales's island, the islands of Danger, and the Duke of York's Island; from the last he procured about 300 cocoa-nuts. The commodore continued steering to the N. W. until the 2d of July, when an island was discovered; and on their approach, several of the natives were observed coming off in canoes, but brought them no refreshments, although the island abounded in cocoa-nuts. These

people were extremely savage in their manners, and shewed no desire of intercourse. The officers, in compliment to the commodore, named this Byron's island; it lies in the latitude of one degree 18 minutes south, and longitude 173 degrees 46 minutes west. Leaving these inhospitable islands, he steered for Tinian, from thence to Batavia and the Cape of Good Hope; and on the 9th of May, 1766, anchored in the Downs, having performed a voyage round the world in twenty-two months and six days.

The French fishermen in Newfoundland having greatly exceeded the limits allowed by the treaty of peace, Commodore Palliser compelled them to keep within the bounds prescribed.

Vice-admiral Sir William Barnaby, who commanded at Jamaica, proceeded to the bay of Honduras to reinstate the British settlers who had been driven out by the Spaniards.

His Majesty's ship the Dolphin having being again fitted out for another voyage of discoveries, proceeded thereupon under the command of Captain S. Wallis. The Swallow sloop of war, Captain Carteret, was ordered to accompany her until they should have cleared the Straits of Magellan. On the 12th of April, 1767, they entered the Pacific Ocean, and separated. The Dolphin steered to the westward, and the Swallow to the northward. On the 6th of June Captain Wallis discovered several islands lying between the latitudes of 19 and 13 degrees 18 minutes south; and the longitude from 137 to 177 degrees west. To these he gave the following names, viz. Whitsunday, Queen Charlotte, Egmont, Gloucester, Duke of Cumberland, Prince William Henry, Osnaburgh, Boscawen, Keppel,

Wallis, and to the island of Otaheite, which has been so much spoken of, and frequented since, he gave the name of King George the Third's Island. After remaining at some of these islands to water, and refresh the ship's company, Captain Wallis returned to England nearly in the same route with Captain Byron; where he arrived in May, 1768.

On the 12th of August, 1767, Captain Carteret, after his separation from the Dolphin, discovered a small cluster of islands which lye between the latitudes of 11 degrees 10 minutes, and 10 degrees 15 minutes south; and from the longitude of 161 degrees 43 minutes, to 165 degrees four minutes west: to these he gave the name of Queen Charlotte's Islands. Here they were amply supplied with refreshments, such as hogs, poultry, cocoa nuts, plantains, bannanas, and other vegetable productions; until an unfortunate dispute arose between the natives and sailors, which cut off all friendly intercourse; Captain Carteret therefore put to sea, and soon after discovered three more islands between the seventh and ninth degree of south latitude, and 159th degree of west longitude. To these he gave the names of Gower, Simpson, and Carteret's Islands: to the latter a boat was sent to procure refreshments; but the natives attempting to cut her off, she was obliged to return to the ship. On the 26th of Aug. the Swallow anchored in a cove, on the island of New Britain. This island was found to be extremely fertile, affording a variety of fruits and vegetables: the cabbage-tree is here in great abundance. The woods abound in birds; a most uncommon one was observed whose plumage is black, and its note resembles the barking of a dog. The natives appeared inoffensive

and friendly; their canoes are extremely large, some above ninety feet in length. On leaving this island, Captain Carteret passed through a strait, to which he gave the name of St. George's channel; and to the opposite island, New Ireland. Continuing to steer to the N. W. he discovered several other islands between the second and third degrees of south latitude, and the 148th and 146th degree of west longitude; these he named New Hanover, Portland, and the Admiralty Islands; they had the appearance of being very fruitful. On the 25th of September, in the latitude of 50 minutes north, and longitude 137 degrees, 51 minutes east, three small islands were discovered, to which Captain Carteret gave the name of the Freewill Islands, from the friendly manner in which the natives came off and bartered with the sailors, whom they invited ashore, proposing to leave hostages for their safe return. One of these poor fellows, when the ship got under sail, felt so much attached to his new friends, that he could not be prevailed upon to go on shore. Captain Carteret shewed him every care and attention; but on the ship's arrival at the Celebes, he was taken ill and died. The Swallow proceeded to Batavia, and from thence to England, and arrived at Spithead in the month of March, 1769. On her passage home, she fell in with La Boudeuse French frigate, commanded by M. Bouganville, who had sailed from France in the year 1766 on a voyage of discoveries.

On the 17th of September, 1767, died at Monaco, his Royal Highness the Duke of York, vice-admiral of the blue; his corpse was put on board the Montreal frigate, commanded by Captain Philip Cosby, and brought to England. On the 1st of November she ar-

rived at the Nore, where the Mary yacht was lying, which received his royal highness's remains, and proceeded with them to Greenwich. On the 3d of November they were deposited in the royal vault in King Henry the Seventh's chapel, Westminster. The following admirals supported the canopy over his royal highness's coffin:

Sir Edward Hawke, K. B.	Thomas Frankland, Esq.
Duke of Bolton,	Sir Charles Hardy, Knt.
Sir Charles Saunders, K. B.	Sir Samuel Cornish, Bt.
Francis Geary, Esq.	Sir Geo. Bridges Rodney, Bt.

Sir Peter Denis, Bart. bore the train of the Duke of Grafton, who, as garter principal king at arms, was chief mourner.

On the 25th of February, 1768, Mangalore, the principal sea-port belonging to Hyder Ally, in the East Indies, was taken by the company's sea and land forces. The garrison, left in the fort, being too weak to resist the repeated attacks of Hyder's troops was obliged to surrender almost immediately after, and made prisoners.

Early this year the Royal Society presented a memorial to his majesty, expressive of a wish that proper vessels might be appointed to sail to the southward, to observe the transit of Venus over the disk of the sun. The admiralty accordingly for this service purchased the Endeavour bark, and fitted her out in all respects proper for such a voyage: the command was conferred on Lieutenant James Cook, who was a member of the Royal Society. Mr. Charles Green was appointed astronomer. Mr. Banks (the present Sir Joseph) and Dr. Solander, two gentlemen of extensive knowledge in natural history, embarked on board the Endeavour as

companions to Mr. Cook, whose instructions were to proceed to Otaheite, and after having made the necessary astronomical observations, to sail on discoveries in the Pacific ocean, to explore the coast of New Zealand, and from thence to return to England. On the 3d of July, the Endeavour sailed from Deptford; and on the 11th of April, 1769, she arrived at Otaheite. The favourable accounts given of this island by our countrymen, who had before visited it, were confirmed by Mr. Cook, who mentions the singular qualities of a tree which grows upon the island, whose nut will allure the fish to rise on the surface of the water; and they become so stupified by its effects, that they are taken with the greatest ease by the hand. Mr. Cook having completed the service for which he was sent to Otaheite, sailed from thence, accompanied by one of the natives, from whom he learnt, that at the distance of a few leagues there were many more islands, which he discovered. From the friendly and courteous manner of the natives, he named them the Society Islands. At the end of six weeks he made the coast of New Zealand, which Mr. Cook accurately surveyed, and discovered it to be two large islands; he sailed between them, and named the passage Cook's Straits. The islands are represented to be very fruitful, with a great quantity of fine wood growing on them. The only animals seen are dogs and rats. The natives are a wild savage race, delighting in war, and are reputed cannibals. These islands are situated between the latitude of 34 degrees 22 minutes south; and 47 degrees 25 minutes south; longitude from 166 degrees east, to 180 degrees east. On the 31st of March, 1770, Mr. Cook took his departure from these islands; and on the 19th

of April anchored in a bay on the coast of New Holland. The shore appearing to abound with a great variety of shrubs and plants, he gave it the name of Botany bay. The natives resemble those of New Zealand. Mr. Cook continued his course along shore, exploring the coast until the 10th of June, when at eleven at night the ship on a sudden struck with great violence on a rock; she fortunately beat over it, but was found so extremely leaky, that with three pumps she could not be kept free. At day-light the next morning land was discovered at the distance of eight leagues; on their approach the shore was bounded for a considerable distance with reefs of coral rock, over which a tremendous surf constantly broke. It was impossible for them to anchor without the danger of perishing by shipwreck; the only expedient left was to foder a sail and draw it under the ship's bottom, which in a short time had the desired effect, and reduced the leak so much as to make it necessary to work only one pump. On the 14th, the weather being moderate, Mr. Cook stood in, and anchored about two miles from the shore. Upon exploring the coast, a small harbour was discovered, into which they ran the ship; as it had given them relief in the time of their distress, Mr. Cook named it Endeavour River. The leak being stopped, and having taken on board such refreshments as the place afforded; Mr. Cook pursued his voyage, steering along shore to the northward, and passed between New Guinea and New Holland; to this channel he gave the name of Endeavour Straits, being the first ship that had ever sailed through it. Mr. Cook, having now explored the whole eastern coast of New Holland, took possession of it in the name of his Britannic Majesty,

under the appellation of New South Wales. He proceeded from thence to the island of Timor, then to Batavia, and arrived in England on the 12th of July, 1771.

In the month of June, 1769, a French frigate anchored in the Downs, and not having paid the usual compliment to the British flag, Captain John Hollwell, who was the senior officer, lying there in the Apollo frigate, sent an officer on board to demand the customary salute; the French captain refused to comply, upon which Captain Hollwell immediately ordered the Hawke sloop of war to fire two shot over her, which soon intimidated him into a compliance.

As the Court of Directors of the East India Company had made application to government for some ships of war to be sent to India, two frigates were ordered to be fitted out by the admiralty for this service: the command was conferred on Sir John Lindsay, Knt. who was appointed a commodore, and hoisted his pendant on board the Stag frigate of 32 guns, commanded by Captain Joseph Deane. The other was the Aurora of 32 guns, commanded by Captain Thomas Lee, who did not sail till some time after the Stag, he having been appointed to take out Messrs. Vansittart, Scarfton, and Ford, the company's supervisors. This ship arrived in safety at the Cape of Good Hope; but after her departure from thence was never more heard of; so that the miserable fate which befel her crew to this day remains unknown.

Captain O'Hara, of the Merlin sloop of war, who was stationed on the coast of Africa, while surveying the coast of a small island in his tender, was enticed on shore by the natives, who murdered him and his

boat's crew. Some misconduct having been attributed to the officer who commanded the tender, for not affording relief to his captain, he was brought to a court-martial: but nothing appearing to criminate him, he was acquitted.

The Tamer sloop of war, commanded by Captain Anthony Hunt, was sent out to establish the claim of Great Britain to Falkland's Islands. While there she fell in with a Spanish schooner, taking a survey of the islands. Captain Hunt ordered her to desist, alledging that the islands appertained to his Britannic Majesty. The schooner departed, but in a few days returned with a Spanish officer, commissioned by the governor of Port Solidad, to offer every kind of refreshment and assistance that Captain Hunt might require; concluding the Tamer was driven in by stress of weather, and that the captain of the Spanish schooner had misrepresented to him the actual reason of his being there: but, if on the contrary, the governor directed Captain Hunt to depart, as the dominion of those seas belonged solely to the King of Spain. Captain Hunt replied, that he should persist in the right of his Britannic Majesty to the islands; neither would he suffer the officer to visit the settlement, or the vessel he came in to enter the harbour. A few weeks after, two Spanish frigates arrived at Port Egmont, under the pretence of wanting water; the commanding officer appeared ignorant of the former transaction, but at the same time expressed much surprise at seeing the British flag flying on shore. He remonstrated with Captain Hunt on the impropriety of it, who, with becoming dignity, justified his conduct in obeying the orders of his sovereign, intimating to them the necessity of their sailing so soon as their

wants were supplied. Eight days after the Spaniards quitted Port Egmont, without appearing in the least dissatisfied. Captain Hunt (suspecting that this was a prelude to something more decided on the part of the Spaniards), sailed immediately for England; and arrived at Plymouth in the month of June, 1770, from whence he forwarded to the admiralty an account of his proceedings.

On the 22d of September, 1770, the Favorite sloop of war, commanded by Captain Malby, arrived at Portsmouth from Falkland's Islands. Captain Malby had been on the coast of Patagonia to relieve the crew of the Swift sloop, which had been wrecked the preceding March in Port Desire. Only three of the crew perished. The remainder owed their preservation to the determined and resolute conduct of Mr. William White the master, and six of the crew, who undertook to proceed to Port Egmont in an open cutter, where at the expiration of three weeks they arrived, having encountered many difficulties and dangers.

Captain Malby related, that soon after his return to Port Egmont, five Spanish frigates arrived, having on board a body of troops and a train of artillery. Captain Farmer (late commander of the Swift and senior officer) being convinced that the nature of the Spaniards' visit was hostile, went on shore with his own crew to protect the settlement, whose only defence was a small block-house: at the same time he ordered Captain Malby to anchor the Favorite as close in as her draft of water would permit, and to land himself with fifty of his men, two six-pounders, and some swivels. Upon this the Spaniards anchored three of their frigates opposite the block-house, and began to fire upon it, a few

shot were only returned, when Captain Farmer held out a flag of truce and capitulated. By one of the articles it was agreed that the Favorite should have permission to return to England, so soon as the governor of Solidad, or his deputy should arrive at Port Egmont. In order to secure the compliance with this article, the Spaniards unhung her rudder, and took it, with several of her sails on shore. The Captains Farmer and Malby strongly remonstrated against this fresh mark of insult, but to no purpose. She was at last suffered to depart; and on her passage to England fell in with a Spanish galleon, when it became a matter of debate between the captains and officers, whether they would not be justified in seizing this ship, by way of restitution for the hostilities committed, and insult offered to the British flag at Port Egmont. The majority were against the measure, and the galleon was permitted to proceed on her voyage. In consequence of the above intelligence sixteen sail of the line were ordered to be immediately put in commission; press-warrants were issued, and rendezvous opened for seamen to enter into the navy. His majesty by proclamation offered a bounty of thirty shillings to able seamen, who should enter into the service. An additional bounty was also offered by the principal cities and towns.

During this year a change took place in the board of admiralty, and many of the commanders of his majesty's squadrons were relieved.

Officers commanding his majesty's squadron.

At Portsmouth.—Rear-admiral Sir John Moore, K. B.

At Plymouth.—Rear-admiral Lord Edgecombe.

Mediterranean.—Commodore Samuel Hood.

Leeward Islands.—Rear-admiral Robert Mann.

Jamaica.—Commodore Arthur Forrest, who died in July, and was succeeded by Captain George Mackenzie.

Newfoundland.—Commodore Hon. John Byron.

East Indies.—Commodore Sir John Lindsay, K. B.

A mis-representation having been made by Sir Thomas Slade, surveyor of the navy, to Sir Edward Hawke, first lord of the admiralty, of the number of ships fit for service, it was ordered in council, that in future his majesty's navy and dock-yards throughout the kingdom should be inspected by the board of admiralty every two years.

As the dispute between the courts of Great Britain and Spain, respecting the right of Falkland Islands, was now settled in favor of the former, the Juno frigate, of 32 guns, commanded by Captain Stott, the Hound sloop of war, Captain Burr, and the Florida store-ship were sent out in April to take possession of them. Lieutenant Clayton of the navy, with an armed shallop, and Lieutenant Olive with a party of marines, were left at Port Egmont, to establish our claims.

In 1772, about the month of August, a case, containing several pieces of plate richly chased, was sent by the lords of the admiralty as a present to M. Pleville de Pelly, a lieutenant in the French navy, and intendant of the port of Marseilles, for his great attention and exertions in saving his majesty's frigate the Alarm from shipwreck, when she was driven ashore near that port. It was ordered to be presented by her commander, Captain John Jervis, (the present Earl St. Vincent) accompanied with an appropriate letter of thanks.

On the 31st of August, the West India islands were

visited by a most dreadful hurricane. The island of Antigua suffered material injury; several vessels were driven ashore and foundered, most of whose crews perished. The ships of war in English Harbour were forced ashore and received considerable damage. The Dispatch sloop of war, which had been sent to England by Admiral Mann, with an account of this hurricane, foundered at sea; her crew were fortunately saved by the Panther, which she fell in with on her passage from Newfoundland.

Dissatisfaction having for some time prevailed in North America, the discontents at length began to grow to an alarming height. Several acts of violence were committed, and the king's officers frequently insulted. At Rhode island his majesty's schooner, the Gaspee, commanded by Lieutenant Duddingstone, who was stationed there by the admiral, was boarded in the night by 200 armed men, in eight boats, who seized the vessel, and after taking out the crew, set her on fire. Mr. Duddingstone and some of his people were severely wounded in the conflict.

This year Captain James Cook undertook another voyage of discoveries, the chief object of which was to explore the southern hemisphere. He embarked on board the Resolution, and was accompanied by the Adventure, Captain Furneaux. On the 5th of April they took their departure from England; nothing of any importance occurred on their passage to the Cape of Good Hope, which place they left on the 22d of November, and steered to the southward. In the latitude of 50 degrees 40 minutes south, ice was first seen, and they were frequently impeded in their progress by it: when the weather was moderate, the boats were sent to

collect large pieces of the floating ice, which supplied them with excellent water. On the 17th of January, 1775, the ships crossed the antarctic circle, in the longitude of 39 degrees, 35 minutes east. This is the first account we have of any ships having sailed so far into the southern region. In the latitude of 67 degrees 15 minutes south, they arrived at an immense continent of solid ice, through which it was impossible to penetrate; Captain Cook therefore shaped his course to the N. E. On the 8th of February the ships separated; soon after no ice was to be seen, when Captain Cook again steered to the southward. On the 17th they observed the Aurora Australis, a phænomena hitherto unnoticed by former navigators. On the 16th of March, the Resolution anchored in Dusky Bay, on the coast of New Zealand, having been sixteen weeks and five days without seeing any land; and, in the course of that time, sailed 3640 leagues. Captain Cook was joined by the Adventure in Queen Charlotte's Sound; but she again parted company off the coast of New Zealand. On the 22d of December, when the Resolution had reached the latitude of 67 degrees 31 minutes south, she was embayed and surrounded by tremendous mountains of ice; the weather proved also so tempestuous, that Captain Cook found himself under the necessity to direct his course to the N. E. This by no means checked his persevering spirit; for no sooner had the weather become moderate, than he again steered to the south. In February, 1774, they were in the latitude of 71 degrees 10 minutes south; all attempts to penetrate farther to the southward being found utterly impracticable, Captain Cook was obliged to give it up, and steered for the Marquesas, discovered by Mondana, in the year 1595, from thence to explore

a cluster of islands which were discovered by the great navigator Quiros, in the year 1606. They are situated between the latitudes of 14 degrees 29 minutes, and 20 degrees four minutes south, and longitude from 166 degrees 41 minutes, to 170 degrees 20 minutes east. To these he gave the name of the New Hebrides; they are very mountainous, abound in wood, and the vallies extremely luxuriant. Captain Cook landed on two of these islands; at one he found the natives were a stout race of men, of a dark colour, with woolly hair; their only covering was a mat, like a petticoat, which reached to their knees; they decorate themselves with shells and feathers: their only arms are spears, which appear more calculated for fishing than war; they are so suspicious and shy, that it was with much difficulty they could be prevailed on to venture near enough to accept of the presents which were offered them.

At another of these islands he describes the natives to be very diminutive, of a dark colour, long beards, monkey faces, their hair black and curly, but not so soft and woolly as that of the negro; they go quite naked; and what adds to their natural deformity is, a rope, the size of a man's finger, which they tie so tight round the belly, as to almost divide the body in two parts. The arms they use are spears, and bows and arrows. The few women that were seen, made themselves more frightful and hideous than the men, by painting their heads, faces, and shoulders red. Captain Cook mentions these people to be of a more pacific disposition than most of the savages he had seen. They ventured to the ship without hesitation, and received the presents offered them, for which they made a suitable return. He says, they not only excelled all their neighbours in

probity, but appeared the most intelligent of any nation which had been visited in the south seas. As a proof of their exceeding honesty, Captain Cook relates the following anecdote of one of the natives:

"When the Resolution was getting under sail, the natives came off in canoes, making exchanges with still greater confidence than before, and giving such extraordinary proofs of their honesty, as surprized us. As the ship at first had fresh way through the water, several of the canoes dropped astern after they had received goods, and before they had time to deliver their's in return; instead of taking advantage of this, as our friends at the Society Islands would have done, they used their utmost efforts to get up with us, and deliver what they had already been paid for; one man in particular followed us a considerable time, and did not reach us until it was calm, and the thing was forgotten; as soon as he came alongside, he held up the article, which several on board were ready to buy, but he refused to part with it till he saw the person to whom he had before sold it; this person not knowing the man again, offered him something in return, which he constantly refused, and shewed what had been given him before; at length made him sensible of the nice point of honour by which he was actuated."

On the 1st of September, Captain Cook having completed his survey of these islands, steered to the S. W. On the 4th, an island was discovered, which extended from the 19th degree and a half, to the 22d degree and a half of south latitude, and from 163d and a half, to the 167th degree of east longitude. Its coast is extremely dangerous, being surrounded by a reef of rocks. To this island he gave the name of New Caledonia.

The natives are tall, stout, and well-proportioned; they go quite naked, and their manners courteous and friendly. On the 4th of October, in the latitude of 29 degrees two minutes south, and 168 degrees 16 minutes east, he discovered a small uninhabited island, and named it Norfolk island, now inhabited by the British settlers from Botany Bay, and in a high state of cultivation. The Resolution being in want of refreshments, Captain Cook proceeded to New Zealand. On the 19th of October, he anchored in Queen Charlotte's Sound, and sailed again in quest of fresh discoveries on the 10th of November. On the 14th of January, 1775, they made the island of Georgia, which is said to have been first discovered by the Spaniards in 1756; its latitude is from 53 degrees 57 minutes to 54 degrees 57 minutes south; and from 38 degrees 13 minutes to 35 degrees 54 minutes west longitude. This island is very mountainous, covered with ice and snow without the least appearance of vegetation. On the 31st land was discovered, whose aspect was equally desolate and inhospitable with that of Georgia; to it Captain Cook gave the name of Sandwich Land; it is the most southern of any hitherto discovered. The south extremity lies in the latitude of 59 degrees 30 minutes; and in the longitude of 27 degrees 30 minutes west. The severity of the climate began to have a very powerful effect on the Resolution's crew, many of them were confined with violent rheumatic complaints, which made Captain Cook relinquish any further idea of endeavoring to penetrate more into the southern hemisphere. On the 22d of March he arrived at the Cape of Good Hope, and on the 30th of August following in England, having per-

formed a voyage of above 25,000 leagues in three years, three months, and twenty days.

The Adventure, after having parted from the Resolution, returned to New Zealand, the place of Rendezvous; at which place Captain Furneaux was so unfortunate as to have a boat's crew cut off and murdered by the savages, some of whose mangled limbs were found scattered about, and many partly devoured by these inhuman cannibals. Captain Furneaux not meeting with the Resolution, proceeded to England, where, accompanied by Omiah, a native of Otaheite, he arrived on the 13th of July, 1774.

The two ships, after experiencing a variety of climates, and encountering many dangers, lost not more than four men, and only one of those by sickness, exclusive of the Adventure's boat's crew; a circumstance rather singular during so long a voyage.

On the 26th of April, 1773, the guard-ships were ordered to take on board six month's provisions, to complete their complement of men, and proceed to sea. All the ships of war which were reported fit for service were ordered to be got ready to be commissioned. Rendezvous were opened, for the raising, and a proclamation issued by his majesty, offering the bounties of 3l. to such able seamen, 2l. to ordinary, and 1l. to landsmen, as should enter into the navy. Admiral Sir Charles Saunders was appointed to command a fleet fitting out. However, this armament was ordered to be discontinued on the 7th of May, and the officers recalled from the rendezvous.

At the instigation of the Royal Society, another voyage was undertaken this year, to try how far navigation

was practicable towards the north pole, and whether there was a possibility of discovering a passage to the East Indies by those frozen regions. The Race-horse and Carcass bombs, commanded by the Honourable Captain Phipps, (late Lord Mulgrave) and Captain Lutwidge, were the vessels equipped for this enterprize. On the 2d of June they sailed from the Nore, and proceeded on their course to the north, without meeting any quantity of ice to obstruct their passage. On the 31st of July they had reached the latitude of 81 degrees 21 minutes north, when both the ships on a sudden became enclosed in a large body of ice; and were unavoidably driven by a strong current into a bay, the entrance of which was instantly closed up by the ice. The crews labored with indefatigable zeal and perseverance for four or five days to force a passage through the ice, but all their exertions proved ineffectual. Their commanders on the 6th of August came to the resolution of hoisting the boats out, and to endeavor to save their lives by dragging them across the ice: every man was furnished with a certain quantity of provision, and they had actually quitted the ships and began this hazardous attempt; when the next day the wind blew from the eastward, and the ships were observed to move forward; there appearing some hopes of a deliverance, they hastened back to the ships; and on the 10th the wind blowing strong from the N. E. attended by a strong current, the ice gave way, and began to drift. Every sail was set, and in the course of a few hours they were relieved from the prospect of that miserable and wretched fate which had befallen so many former adventurers. Captain Phipps finding it utterly impossible to penetrate farther to the north than the latitude of 81 degrees 36 minutes, which

is much nearer to the pole than had ever hitherto been attempted, and that no practicable passage existed, determined to return to England; and both ships arrived at the Nore in the month of October.

In January, 1774, the Endeavor storeship, commanded by Lieutenant Gordon, was sent to Falkland's Islands, with orders to bring home Lieutenant Clayton, and the party which had been left with him, together with all such stores as were judged serviceable. Lieutenant Clayton, previous to his quitting Port Egmont, fixed up a piece of lead, with an inscription, signifying that the islands, bays, forts, &c. appertained to his Britannic Majesty; he also left the British colors flying on the fort.

On the 4th of July the Kent, of 74 guns, commanded by Captain Charles Fielding, had nearly been destroyed while saluting the admiral, as she was sailing out of Plymouth Sound. The wadding from the guns having communicated with some powder in an ammunition chest on the poop, it instantly took fire and blew up all that part of the ship: the beams of the quarter-deck were forced in, and many others in different parts of the ship were broken. Almost all the men on the poop and after part of the ship were blown overboard, of whom about fifty were killed and dreadfully wounded.

The year of 1775 produced some very serious circumstances in North America; which on the 19th of April broke out into acts of open hostility. A detachment of the king's troops and marines, under the command of Lieutenant Colonel Smith and Major Pitcairn, having been sent to destroy some military stores, which the Americans had collected at Concord, were met and

opposed at Lexington, by a large body of the militia, who obliged them to retire with considerable loss into the town of Boston. This was followed by the attack at Bunker's Hill on the 17th of June; at which place the Americans had collected in great force under General Putnam, and thrown up some strong redoubts. General Gage, who commanded in Boston, ordered the Generals Howe, Clinton, and Pigot, with about 2000 troops, to attack the enemy's works, which were carried at the point of the bayonet after an obstinate resistance; it was, however, a dear bought victory; 226 of the British were slain, nineteen of whom were commissioned officers, and upwards of 800 wounded. Only thirty wounded Americans and a few pieces of cannon were taken. The flame of war began now to blaze over the whole continent of America. General Montgomery, with about 2000 American troops, marched into Canada, took Ticonderoga, Crown Point, St. John's Fort, on the river Sorel, and on the 13th of November obliged Montreal to surrender. General Carleton, who was in the Fort, with some difficulty escaped in a boat down to Quebec; his whole force on the lakes consisting of eleven armed vessels, was pursued and taken by the Americans. Notwithstanding the severe season being far advanced, General Montgomery pushed forward with the utmost expedition to join Colonel Arnold, who had appeared in the heights before Quebec with a considerable force. The garrison was at this time extremely weak, and the works much out of repair; General Carleton, (afterwards Sir Guy Carleton, and the present Lord Dorchester) was indefatigable in his exertions to put it in the best possible state of defence, and to strengthen the garrison, he ordered the crews of the

ships of war, viz. Lizard of 28 and Hunter of 14 guns, transports, and other vessels, to be landed and formed into a battalion, under the command of Captain John Hamilton, and Lord Hervey. On the 31st of December the Americans made a general assault upon the city, and attempted to carry it by escalade; the unexpected and vigorous resistance with which they met, threw them into the greatest disorder. They were repulsed and fled in every direction, the carnage which ensued was immense. General Montgomery, with six or seven hundred of his troops, was slain; and Colonel Arnold wounded, who retired with the shattered remains of his army in the utmost confusion. The only loss sustained by the garrison in this desperate attack, was five men killed, and thirteen wounded. Lieutenant Saunderson, agent of transports, was among the former.

The inhabitants of the town of Falmouth, in the province of Massachusetts, having opposed with violence the loading of a mast-ship, Admiral Graves directed Captain Mowat to proceed thither with some ships of war, and to demolish the town, unless they delivered up to him all their artillery and small arms. This demand being refused, the Canceaux of 16 guns, commanded by Captain Mowat, a large ship, schooner, and a sloop armed, anchored below the town, October 17. At three o'clock P. M. they weighed and came up and anchored within gun-shot, and immediately Captain Mowat sent a letter on shore giving them two hours to remove their families, as he had orders to fire the town. The town immediately chose a committee of three gentlemen, and sent them on board to know the reason of the town's being set on fire. He returned for

answer that his orders were to set on fire all the sea-port towns between Boston and Halifax, and that he expected New York was then burnt to ashes. He farther said, that when he received orders from the Admiral, he desired that he might show some favor to the town of Falmouth, which the admiral granted, and which favor was to spare it till nine o'clock the ensuing morning, in case they would send him all their small arms; which the town immediately did. On the morning of the 18th, the committee went on board of the Canceaux again, when Captain Mowat said he would save the town till he heard from the admiral, in case they would send off four carriage-guns, deliver up all their small arms, ammunition, &c. and send four gentlemen of the town as hostages, which they refused to do. About half past nine in the morning they began to fire from the four armed vessels, and in a short time destroyed 130 houses, 278 store and warehouses, a large new church, the court-house and public library. He continued firing till after dark the same day, and to complete the demolition of the town, a large body of seamen and marines were landed; but the Americans having by this time collected in great force, compelled them to retire to their boats with the loss of several men.

In the southern provinces the Americans were equally violent against the British. In Virginia, North and South Carolinas, they obliged their governors, Lord Dunmore, Lord Wm. Campbell, and Mr. Martin to retire for safety on board the ships of war.

Towards the end of the year, Commodore Sir Peter Parker sailed from Cork with a squadron of ships of war, and a fleet of transports, having on board a large body

of troops, under the command of Earl Cornwallis, destined for North America.

In the West Indies the Pomona and Ferret sloops of war, of 18 guns each, commanded by the Captains Eastwood and Rodney, foundered in a violent storm, and the whole of their crews perished.

A squadron of American privateers captured the Bolton brig, of 12 guns, commanded by Lieutenant Edward Sneyd; and the Savage sloop of war, of 8 guns, Captain Bromedge, was lost on the island of Scaterie; the crew saved.

The following are the officers who commanded his majesty's squadron, in 1776.

At Portsmouth.—Vice-admiral Sir James Douglas, Knt.

At Plymouth—Vice-admiral Amherst.

Mediterranean—Vice-admiral Mann.

North America—Vice-admiral Lord Howe.

..... Rear-admiral M. Shuldham.

..... Commodore Sir R. Parker, Knt.

..... Commodore Wm. Hotham.

Newfoundland—Vice-admiral Montague.

Leeward Islands—Vice-admiral Young.

Jamaica—Vice-admiral Gayton.

East Indies—Commodore Sir Edward Hughes.

Sixteen sail of the line, in addition to the guard-ships, were put into commission, press-warrants issued, rendezvous opened, and a bounty offered by proclamation for seamen to enter into the royal navy.

Lord Howe sailed from Spithead with a squadron of ships of war, and several transports for North America; and on the 6th of May Commodore Hotham sailed with another squadron and transports for the same place.

A dreadful accident happened July 5th, on board the Marlborough, of 74 guns, commanded by Captain Samuel Hood, while clearing for dock in Portsmouth-harbor, occasioned by some gunpowder taking fire which had been carelessly left in the magazine. The fore-part of the ship was on fire for some time, several of the beams were broken, and in many places the decks were torn up by the explosion. Twelve seamen, three women, and three children were killed, and above fifty people were wounded. The gunner was tried by a court-martial for so shameful a breach of his duty, and sentenced to be dismissed the service.

On the 25th Sir Thomas Rich, in the Enterprize frigate of 28 guns, being in the Bay of Biscay, fell in with a French squadron, consisting of two ships of the line, and several frigates, under the command of the Duke de Chartres. The Enterprize stood on her course, and passed within hail of the French admiral, who hailed, and desired the commander of the British frigate to bring to, and come on board. Sir Thomas Rich replied, that if the admiral had any thing to communicate, he might send himself on board the Enterprize. The French admiral enraged at this refusal, declared, unless his orders were obeyed, he would fire into the frigate. This threat had no effect on Sir Thomas Rich, who continued firm in his resolution, and told him, that he obeyed no orders but those which came from his own admiral. The spirited conduct of the British commander so pleased the Duke de Chartres, that he changed his demand into a request; upon which all animosity ceased, and the first lieutenant of the Enterprize was sent on board, who was received by the French admiral, and all his officers, with much respect.

On the 1st of January, the town of Norfolk, in Virginia, was destroyed by a squadron of his majesty's ships, viz. the Liverpool, Captain Bellew, of 28 guns, the Dunmore of 14 guns, and two others of 14 each, for having refused to supply them with provisions. The loss sustained by the destruction of this once flourishing town, was estimated at 300,000l. sterling.

On the 23d of March, the congress of America issued letters of marque to cruize against the subjects of Great Britain.

Early in the year an American squadron, consisting of five sail, under the command of Commodore Hopkins, proceeded to the Bahama islands, and plundered the settlement at Providence, carrying off with them the governor and some artillery and naval stores.

This squadron consisted of:

Ships.	Guns.	Men.	Commanders.
Alfred	26	220	Commodore Hopkins.
Columbus	28	220	Captain Whipple.
Annadonna, brig	16	130	Biddle.
Cabot	14	120	Hopkins, jun.
Providence	12	90	Hazard.

On the 6th of April, on the return of this squadron to Boston, being about eight leagues from Block Island, it fell in with, and attacked his majesty's ship the Glasgow, of 20 guns, and 150 men, commanded by Captain Tyringham Howe, who, after an obstinate resistance, obliged the Americans to sheer off. The Glasgow being much crippled in her masts and rigging, bore away for Rhode Island. Her loss was one man killed, and three wounded.

On the 6th of May, the garrison of Quebec was fortunately relieved by the arrival of Sir Charles Douglas, in the Isis of 50 guns, with the Surprize of 28, Captain Robert Linzee, and Martin sloop of war of 14, Captain Henry Hervey. These ships had, by the vigor and perseverance of their crews, forced their way through the ice in the river St. Lawrence. On their passage, they destroyed an American armed schooner, and retook the Gaspée. General Carleton availed himself of this timely reinforcement to march out and attack the American army, which was encamped before Quebec. On his approach they fled in every direction, abandoning their camp, artillery, military stores, and all their implements for carrying on the siege.

It having been judged advisable to make an attempt upon Charlestown, in South Carolina, Sir Peter Parker sailed with his squadron and some transports, from Cape Fear, June 1, and on the 4th anchored off Charlestown bar. This squadron consisted of:

Ships.	Guns.	Commanders.
Bristol	50	Sir Peter Parker. Capt. John Morris.
Experiment	50	Alex. Scott.
Active	28	Will. Williams.
Solebay	28	Thos. Symonds.
Actæon	28	Christ. Atkins.
Syren	28	Tobius Furneaux.
Sphynx	20	Anthony Hunt.
Ranger, A. S.	22	Charles Hope.
Friendship, A. S.	12	Roger Willis.
Thunder, bomb	8	James Reed.
Carcass, do.	8	T. Dring.

On the 5th they sounded the bar, and laid down buoys preparatory to the entrance of the harbor. On the 7th all the frigates and most of the transports got over the bar into Five Fathom Hole. On the 9th General Clinton landed on Long Island, with about four or five hundred men. On the 10th the Bristol got over the bar with some difficulty. On the 15th Sir Peter Parker gave the captains of the squadron his arrangement for the attack of the batteries on Sullivan's Island, and the next day acquainted General Clinton that the ships were ready. The general fixed on the 23d for their joint attack, but the wind proving unfavorable, prevented its taking effect. On the 25th the Experiment arrived, and next day came over the bar, when a new arrangement was made for the attack. On the 28th, at half an hour past nine in the morning, the commodore informed General Clinton, by signal, that he should go on the attack. At half an hour after ten the commodore made the signal to weigh, and about a quarter after eleven the Bristol, Experiment, Active, and Solebay, brought up against the fort. The Thunder bomb covered by the Friendship armed vessel, brought the salient angle of the east bastion, to bear N. W. by N. and Colonel James, who ever since their arrival was very anxious to give the best assistance, threw several shells a little before and during the engagement, in a very good direction. The Sphinx, Actæon, and Syren, were to have been to the westward, to prevent fire-ships or other vessels from annoying the ships engaged to infilade the works, and, if the rebels should be driven from them, to cut off their retreat if possible. This last service was not performed, owing to the ignorance of the pilots, who ran the three frigates aground. The Sphynx

Syren got off in a few hours, but the Actæon remained fast till the next morning, when the captain and officers thought proper to scuttle and set her on fire. The commodore ordered a court-martial on the captain, officers, and company, who were all honorably acquitted. Captain Hope made his armed ship (the Friendship) as useful as he could on this occasion. During the time of their being abreast off the fort, which was near ten hours, a brisk fire was kept up by the ships with intervals; and they had the satisfaction after being engaged two hours, to oblige the enemy to slacken their fire very much. They drove large parties several times out of the fort which were replaced by others from the main.

The springs of the Bristol's cable being cut by the shot, she lay for some time exposed to a dreadful raking fire. Captain Morris, her commander, was severely wounded in several places, notwithstanding which he refused to quit his station, until an unlucky shot took off his arm, when he was obliged to be carried off the deck, in a condition which gave little hopes of a recovery. It is said of this brave man, that from a prodigious effusion of blood, his dissolution appeared inevitable; one of the officers asked him if he had any directions to give with respect to his family: to which he nobly answered, "None; as he left them to the providence of God, and the generosity of his country." His Majesty was graciously pleased to settle a pension upon his widow and children.

The firmness with which the enemy stood to their guns, added to their cool and deliberate fire, made great havock on board the ships. The Bristol's quarter-deck was once entirely cleared, excepting the commo-

dore, who displayed the most intrepid courage and resolution. Unfortunately, the army under General Clinton all this time remained inactive, not having been able to cross that part of the river which the guides had represented as fordable. Upon the approach of night, Sir Peter Parker finding all hope of success at an end, called off his shattered ships before the tide of ebb was too far spent, and retired out of reach of the enemy's shot. In this dreadful cannonade, which continued above ten hours, the Bristol had 111 men killed and wounded; the Experiment 79 men killed and wounded; among the latter was Captain Scott, who lost his arm. Soon after Sir Peter Parker repassed the bar, and sailed to New York.

In June, Vice-admiral Lord Shuldham, in conjunction with General Sir William Howe, sailed from Halifax on an expedition against New York. On the 3d of July, the fleet passed the bar at Sandy Hook, and anchored off Staten Island, which was taken possession of by the troops without opposition. In the mean time (July) Lord Howe arrived at Halifax from England; and finding the fleet had sailed, he instantly proceeded to New York, and joined Lord Shuldham.

On the 14th of the same month, the Thirteen United Provinces of America, declared themselves free and independent states.

In order to facilitate the reduction of New York, Commodore Hotham was detached with a squadron to Gravesend Bay, Long Island, to cover a descent which was to be made with a body of 15,000 troops, under the command of Generals Howe, Clinton, and Lord Cornwallis. The troops were embarked on board of seventy-five flat boats, two galleys, and eleven batteaus.

Early in the morning, on the 22d of August, the boats, &c. began to row towards the shore, formed into nine divisions, under the command of captains Vandeput, Mason, Curtis, Caldwell, Phipps, Caulfield, Appleby, Duncan, and Lieutenant Reeve, of the Eagle, supported and covered by the Phœnix, Greyhound, and Rose, with the Thunder and Carcass bombs. Before noon on the same day, the whole were landed without opposition. On the 25th, some ships of war were ordered, under Sir Peter Parker, to approach nearer to the town of New York; and another small squadron, under Commodore Hotham, was sent to co-operate with the army, and to cover the general attack. On the 15th of September, the Americans were driven out of New York; and they were soon after obliged to evacuate the island. General Washington retreated with great skill and address into the Jerseys, where he was pursued by the British troops, who, before the end of November, were in possession of almost the whole of those provinces.

On the 9th of October, Captain Hyde Parker, in the Phœnix, with the Roebuck and Tartar, was sent up North River, to co-operate with a detachment of the army, to intercept any supplies which might be sent to the Americans by that channel. The ships sustained a heavy cannonade on passing the enemy's batteries; a lieutenant and nine men were killed on board the Roebuck, and eighteen wounded.

In December, Commodore Sir Peter Parker, and General Clinton, were sent with a squadron of ships of war, and a body of land forces, to reduce Rhode Island. The former directed Commodore Hotham to proceed with His Majesty's frigates the Brune, Mercury,

and King's Fisher, and also the transports with the troops under the command of Lieutenant General Clinton, (the Grand Duke of Russia excepted, which was judged to be too large) by the way of the sound; Commodore Sir Peter Parker proceeded himself with the great ships, some frigates and the transports, by Sandy Hook to the southward of Long Island. He sailed on the 1st of December, and on the 5th joined Commodore Hotham in the Sound in Black Point Bay, a place he had judiciously chosen for the protection of the transports against the violence of a strong N. W. wind, which blew the night before. On the 6th he turned down with the fleet to be as near as possible to the place of their destination. At four the next morning, the wind sprung up at W. S. W. and by three o'clock in the afternoon the whole fleet came to an anchor off Weaver's cove, Rhode Island. The following morning Captain Caulfield (who had the direction of the flat boats) landed all the troops without opposition. Capt. Wallis, of the Experiment, led the fleet in by the west of Narrigansel passage. An arrangement was made for covering the transports, but they only passed by works without guns and intercepted a brig of 160 tons, (which the Experiment took) laden with hogshead, staves and bees wax. On the approach of the fleet, the Americans abandoned their strong posts, and the island was taken possession of by the general, without the loss of a man. Sir Peter Parker in the mean time blocked up their principal naval force in the harbour of Providence.

On the 11th of October, the squadron under the command of Captain Pringle, on Lake Champlain, attacked that of the Americans, which was drawn up

in an advantageous position, to defend the passage between the island of Valicour and the main; the enemy being to windward, the larger vessels could not be worked up to support the Carleton schooner and gunboats, which maintained a warm action for several hours, in which the enemy had their largest schooner burnt, and a gondola sunk. At night, Captain Pringle called off the vessels engaged, and anchored his fleet in a line, to be ready for the attack the next morning; but General Arnold, who commanded the American squadron, being sensible of the inferiority of his force, availed himself of the darkness of the night, and withdrew towards Crown Point. At day-break none of the enemy's vessels were to be seen: Captain Pringle instantly went in pursuit, and on the 13th, at noon, came up with them a few leagues short of Crown Point. Another action ensued, and continued with great obstinacy for two hours, when the enemy dispersed, and fled in every direction; the Washington galley, with General Waterburn on board, was taken; General Arnold, in the Congress galley, and five others, ran ashore, and were burnt by their own crews, who escaped into the woods. Four or five others effected their escape to Ticonderoga.

The Repulse of 32 guns, Captain Henry Davis, being on a cruize off the Island of Bermudas, foundered in a violent storm; the whole of her crew perished.

On the 11th of July, Captain Cook sailed from Plymouth Sound in the Resolution, accompanied by the Discovery, Captain Charles Clarke. Omai, a native of Otaheite, who had been brought to England by Captain Furneaux, was sent on board the Resolution to return to his native island. The object of this voy-

age was to endeavour to discover a passage between the continent of Asia and America. Captain Cook first proceeded to the Cape of Good Hope, and from thence to New Holland. On his passage he discovered two islands, situated between the 46th and 47th degrees of south latitude; and the 37th and 38th of east longitude, to these he gave the name of Prince Edward's Islands; they are barren and covered with snow. Leaving New Holland, Captain Cook sailed for New Zealand, the Friendly and Society Islands; he remained cruizing and exploring among these islands for some time, and then steered to the northward. On the 24th of December, 1777, a small island was discovered, to which he gave the name of Christmas Island. It is situated in the latitude of 1 deg. 59 min. north, and longitude 202 deg. 30 min. east; is very low, and the soil chiefly sand; some cocoa-nut trees, and several small plants and shrubs were growing upon it. Turtle were in great abundance; and many other kinds of fish were caught. No fresh water could be found. The island is between fifteen to twenty leagues in circumference. On the 2d of January, 1778, Captain Cook sailed from thence, leaving a bottle on shore with a parchment in it, in which he wrote the following inscription, viz.

Georgius, Tertius Rex, Decembri 31, 1777.

Naves { Resolution, James Cook Pr.
Discovery, Charles Clark Pr.

Continuing his course to the north, on the 18th of the same month, a cluster of islands was discovered, to which he gave the name of the Sandwich Islands; they lie between the latitude of 21 deg. 30 min. and 22 deg. 15 min. north, longitude 199 deg. 20 min. and 201 deg.

30 min. east, almost midway between the coast of California and the Ladrone Islands. Captain Cook observes, that these islands may prove extremely useful to to the Spaniards, for their Manilla ships to stop and get refreshments, as they are obliged to make the coast of California. He remained among these islands until the 2d of February, when the Resolution being driven from her anchorage, he pursued his voyage to the north. On the 6th of March, the ships being in the latitude of 44 deg. 33 min. north, and longitude 235 deg. 20 min. east, the coast of America was seen extending from N. E. to S. E. On the 31st an inlet was discovered, in which they anchored, its latitude is 49 deg. 33 min. north, and longitude 233 deg. 12 min. east. Captain Cook gave it the name of King George's Sound; it is called by the natives Nootka; he speaks of them as an indolent, inoffensive race, who chiefly live by fishing. On his departure he continued to sail along the N. W. coast of America, touching at Prince William's Sound, and the island Onalaska, until he discovered Beering's Straits, which separate it from the continent of Asia. On the 20th of August, 1778, the ships had succeeded so far as to reach the latitude of 70 deg. 54 min. north; they were then obstructed in any farther progress by an impenetrable continent of ice. Captain Cook, however, persevered in his endeavours to force his way through until the 25; but finding it was utterly impracticable, he relinquished the attempt, and steered to the southward, with the intention of passing the winter at the Sandwich islands. On the 26th of November, after having experienced some very tempestuous weather, he got sight of the above islands. He continued to explore them until the 17th of January, 1779, when a

convenient bay was found in the island of O'Whyee, where the ships might lye secure and refit; in order to prosecute their voyage again to the north whenever the season should permit. A friendly intercourse subsisted between the natives and the crews of the ships, until the 13th of February, when a boat belonging to the Discovery being stolen by the natives, Captain Cook gave directions that no canoe should be permitted to go out of the bay, until it was restored; for which purpose he went on shore the next day to negociate with the chiefs. At this time a canoe attempted to escape out of the bay, and being fired at from the guard boats, unfortunately a chief was killed. The news soon reached the shore, when a most horrible scene presented itself: the natives flew to their arms, and in great numbers assailed with stones, clubs, and other weapons, Captain Cook and the party of marines with him. The officers in the boats seeing the imminent danger their companions were in, fired among the natives, by which some were killed and wounded; Captain Cook, to spare the effusion of blood, turned about to give directions for the boats to desist firing, when the islanders rushed forward and stabbed him in the back; he fell with his face into the water. Upon seeing him fall the natives set up a general shout, and dragged his body on shore, where they completed their savage and inhuman work, each shewing a brutal eagerness to share in his destruction. Four marines fell also a sacrifice to these barbarians' fury. Lieutenant Philips of the marines, and three privates swam off to the boats dangerously wounded. The bodies of the slain were carried into the woods; where they were cut up and mangled in a most shocking manner. At the expiration of some

days, part of the mutilated body and many of the bones of our much-lamented countryman, Capt. Cook, were delivered up to Captain Clarke, who had them committed to the deep with the usual military honours.

The command now devolved on Captain Clarke, who removed on board the Resolution, and appointed Lieut. Gore to the command of the Discovery.

On the 20th of February the ships sailed from O'Whyee, continuing to cruize amongst and occasionally to visit the Sandwich islands until the 15th of March; when they took their final departure, and shaped their course to the N.W. On the 23d of April the mountains of Kamtschatka were seen, but strong N. E. winds, attended with frequent fogs, snow, and sleet, prevented the ships from getting into Awatska bay before the 28th. The intense frost and high winds greatly impeded the refitting of the ships, especially in stopping a bad leak, which the Resolution had sprung. As the season advanced, the weather became more mild, so that they were in readiness for sea by the beginning of June. During their stay at this place, the Russians rendered them every assistance in their power, and treated them with the greatest friendship and hospitality. On the 12th of June Captain Clarke weighed anchor from Awatska bay, and pursued his course to the N. E. along the coast of Kamtschatka. On the 6th of July the ships again entered Beering's Straits, and proceeded as far to the north as the latitude of 70° 33′. Here the quantities of drift and solid ice, by which they were frequently surrounded, and often in imminent danger of being crushed to pieces, put a stop to their farther advancement. Capt. Clarke, however, was resolved still to persevere in his endeavours to prosecute the object of his voyage, and

for some time struggled against insurmountable difficulties; at length being convinced that no practicable passage existed between the Atlantic and Pacific oceans to the north, he relinquished all further pursuit, and on the 25th of July bore away to the southward, and steered for Awatska bay, in order to refit and repair the damages which the ships had received from the ice. On the 22d of August Captain Charles Clarke, who had been for a considerable time in a deep decline, expired in the 38th year of his age. The next day the ships anchored in Awatska bay. Captain Gore, on whom the command devolved, went on board the Resolution, and appointed Lieutenant King to the command of the Discovery. They continued at this place until the 9th of October; when it was the opinion of captains Gore and King, with the rest of the principal officers on board, that the ships were in no condition to undertake any more attempts to the northward; it was therefore resolved to execute the further instructions of the admiralty, which were to explore the Japanese islands, and to return home by the coast of China, and the Cape of Good Hope. Nothing very material occurred during the latter part of this voyage.

On the 4th of October, 1780, the Resolution and Discovery arrived safe at the Nore, after an absence of four years, two months, and twenty-two days. In the course of this long voyage the Resolution had lost only 5 men who died by sickness, three of whom were in a precarious state of health at their departure from England. The Discovery was still more fortunate, not having lost a man by sickness.

On the 18th of May, 1777, the Beaver sloop of war, of 14 guns, and 125 men, commanded by Capt. Jones,

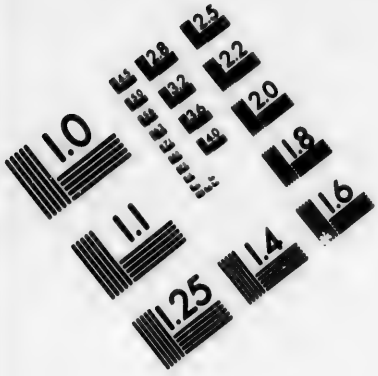
being on a cruize off St. Lucia, fell in with, and after a smart action of three quarters of an hour, captured the Oliver Cromwell, American privateer, of 24 guns, 10 swivels, and 10 cohorns, and 150 men, commanded by Captain Harman; 20 of whom were killed and as many wounded. The Beaver had three men wounded. She was taken into the service and named the Beaver's prize.

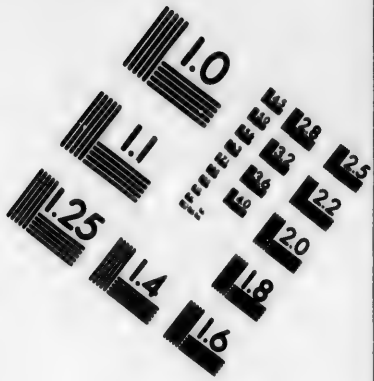
In the month of July the Fox frigate, of 28 guns, Captain Patrick Fotheringham, was taken on the banks of Newfoundland by the Hancock and Boston American frigates, of 32 guns each, commanded by Captains Manley and M'Neil. On the 18th of August these frigates, with their prize, off the coast of Nova Scotia, were chaced by the Rainbow, of 40 guns, Captain Sir George Collier; upon which they separated and steered different courses. After a pursuit of 39 hours, and firing a few guns, the Hancock struck to the Rainbow. During the chase, the Flora of 32 guns, Captain Brisbane, came in sight, and retook the Fox. The Boston made her escape.

REDUCTION OF PHILADELPHIA.

On the 23d of July Lord Howe sailed from Sandy Hook with a fleet of 267 sail, on board of which was embarked a considerable body of troops, destined for the reduction of Philadelphia. They were so much impeded on their passage by calms and contrary winds, that it was the 14th of August before they reached the Chesapeak.

The debarkation of the army took place on the 25th, in the river Elke. The provisions, military stores, and baggage required, having been landed under the direc-





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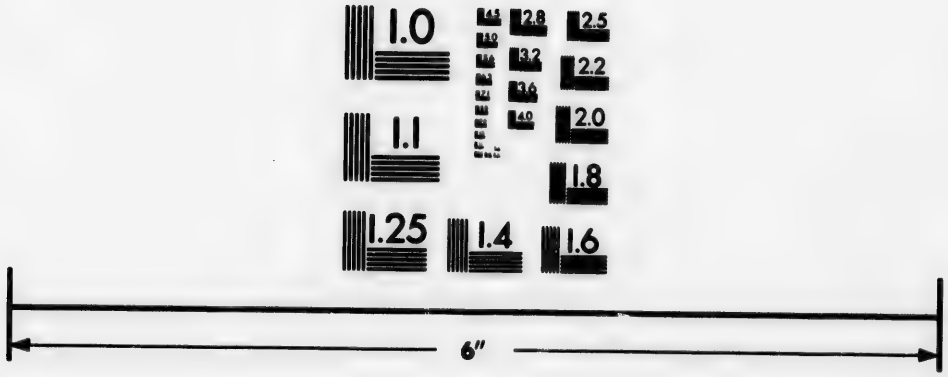

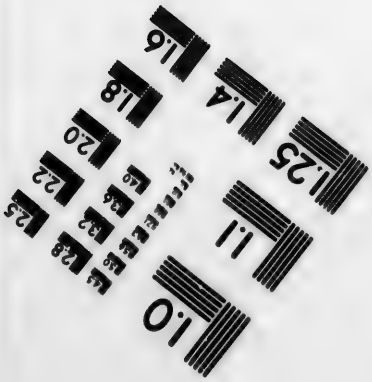

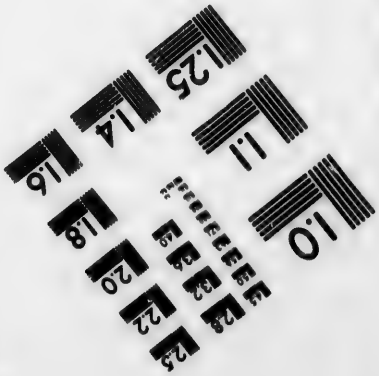

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tion of Capt. Duncan, by the 7th of September the army advanced towards the enemy assembled near Wilmington, on the side of the Delaware. The enemy, confiding in the strength of their situation, and waiting the approach of the army, were charged on the 11th, in the evening, with so much spirit, that notwithstanding the advantages of their posts, they were quickly forced on every part, and retreated in great confusion towards the town of Philadelphia. Twelve pieces of cannon were taken, and the victory would probably have been compleated, but for the great fatigue of the king's forces in a long and difficult march round by the forks of the Brandywine, to arrive in the destined position for the commencement of the attack.

Upon intelligence of this event, received the 13th, preparation was made for taking the first favorable opportunity to move the fleet round to a proper anchorage, for preserving a free communication with the army, in this river. The progress down the bay was considerably retarded by the state of the weather, and the intricacy of the navigation, which did not admit of continuing under sail during the night; wherefore, though quitting the Elke on the 14th, the fleet could not put to sea from the capes of Virginia until the 23d. Lord Howe then proceeded forward in the Eagle, with the Violante and Isis, and a small division of the transports, in which some articles of provisions and military stores, likely to be the soonest wanted for the army, had been for that purpose embarked, and left the body of the fleet to be conducted by Capt. Griffith, with the rest of the ships of war. Having had very tempestuous weather of some duration, to the northward, in the passage down Chesapeak bay, the prospect was favorable for the

speedy arrival of the fleet in the Delaware. But when the two divisions (little separated) were advanced within a few leagues of the entrance of the river, the wind changed in a sudden squall from the southward, on the evening of the 25th, and having continued between the north-west and the north-east with a degree of force much too great for the transports to make any way against it, Lord Howe was unable to get into the river till the evening of the 4th of October, being then followed by the first convoy, which he had left in the care of Captain Cornwallis. The larger convoy with Capt. Griffith, though much dispersed, arrived between the 6th and 8th of the month, with no other material accident excepting the loss of the transport named the Father'sGoodwill, which having sprung a leak, when no assistance could be given during the bad weather, sunk at sea, but the crew were saved. The ships of war and transports were anchored in the most convenient situation on the western shore, from Newcastle down towards Rudy Island.

On his arrival Lord Howe learned, that after the severe battle at Brandywine, Gen. Washington retreated to Philadelphia; but finding that he could not maintain his position there, without the hazard of a general action, abandoned that capital to its fate, and continued his retreat several miles higher up the river: accordingly the British troops took possession of Philadelphia (Sept. 26.) A few days after the Delaware, an American frigate, of 32 guns, assisted by some other armed vessels, attempted to obstruct the troops who were employed to throw up batteries next the sea, upon the falling of the tide the frigate got aground, and was taken; the rest

cut their cables and pushed up the river. Capt. Andrew Snape Hammond appointed Mr. Watt, his first-lieutenant, to command the Delaware, who pursued and destroyed the whole of them, amounting to 17 sail: for the active services Mr. Watt performed Lord Howe confirmed the appointment.

Capt. Hammond (who returned in the Roebuck) had moved up the river with the Pearl, Camilla, and Liverpool, as the army advanced. When Lord Howe came to this station he was lying with those frigates off Billingport, where the enemy had nearly compleated a very extensive work for defending the approach to the first double line of sunk frames, or chevaux-de-frize, which crossed the navigable channel in that part of the river. Capt. Hammond, to whom the arduous undertaking had been entrusted of removing these obstructions, after much perseverance and great exertions, succeeded in weighing up a sufficient number of them to secure a safe passage for the ships, notwithstanding he was frequently annoyed by the enemy's floating batteries.

The remaining obstructions to an uninterrupted communication with the town of Philadelphia, consisted of an enclosed work, erected on a flat muddy island, named Fort Island, a little distance below the entrance of Schuylkill, strengthened by four block-houses; with two floating batteries of nine guns each, and twelve or fourteen gallies, mounting heavy cannon, besides many other armed craft, or lesser force, and several fire-ships. Opposite thereto, on the eastern shore, at Red Bank, above Manto Creek, a redoubt was constructed, under which their moveable water-force could find protection occasionally. In the front of these defences, to the extent of half a mile, or more, below the island, (being the part

of the channel where the navigation was contracted in the width to about 100 fathoms) several rows of the chevaux-de-frize were sunk, so as to render the nearer approach of the ships impracticable; and no attempt could be made for moving the sunk frames, or otherwise clearing the channel, till the command of the shores, on each side of the river, could be obtained. For these purposes batteries were ordered to be erected on the western shore, to dislodge the enemy from the island, and a body of troops to be landed for forcing the redoubt on Red Bank.

It was intended that the Vigilant should pass through a shallow and very confined channel between Hog Island (next below Fort Island) and the Pennsylvania shore, to arrive and act upon the rear and less defensible part of the work: and the circumstances of the navigation not admitting of a more serious attack, a diversion was proposed to be made at the same time by the advanced frigates, together with the Isis and Augusta, in the eastern or main channel of the river, as well as for engaging the attention of the enemy at Fort Island and the redoubt, as to restrain the motions of the gallies and other armed craft which had retired under the works at Red Bank, when they discovered the danger they would be exposed to in their former stations near Fort Island, from our batteries on the western shores.

The wind continuing from the northward several successive days, the Vigilant could not proceed according to her destination at the time intended. The Augusta, Roebuck, Liverpool, and Pearl were, nevertheless, ordered above the first line of chevaux-de-frize on the 22d of October, to be in readiness for such service as they

should be able to render, when the redoubt should be attacked; and Capt. Reynolds being the senior officer, succeeded to the command of the advanced squadron. The detachment of the army, consisting of Hessian troops, under Col. Donop, appointed to attack the redoubt, crossed the Delaware opposite to Philadelphia, (on the 21st) in a division of flat-boats, which Captain Clayton conducted in the night by Fort Island, along the western shore, for that purpose. The attack of the redoubt being observed to take place the evening of the 22d, just upon the close of day, Capt. Reynolds immediately slipped and advanced with the squadron (to which the Merlin had been joined) as fast as he was able with the flood, to second the attempt of the troops, which were seen to be very warmly engaged; but the change in the natural course of the river, caused by the obstructions, appearing to have altered the channel, the Augusta and Merlin unfortunately grounded some distance below the second line of chevaux-de-frize; and the fresh northerly wind which then prevailed, greatly checking the rising of the tide, they could not be got afloat on the subsequent flood. The diversion was endeavoured to be continued by the frigates, at which the fire from the enemy's gallies was chiefly pointed for some time: but as the night advanced, the Hessian detachment having been repulsed, the firing ceased.

The enemy discovering the state of the Augusta and Merlin in the morning of the 23d, renewed the fire from their gallies, works, and floating batteries. But their moveable force approaching little nearer than a random shot, the injury was inconsiderable to the ships; and by the alertness and spirit of the officers and seamen (of the

transports as well as ships of war) attending in the boats of the fleet on this occasion, four fire-vessels, directed against the Augusta, were sent without effect.

The Isis was at this time warping through between the lower chevaux-de-frize. Empty transports had been ordered up to the fleet, and other preparations made for lightening the Augusta; when, by some accident, no otherwise connected with the circumstances of the action, but as it was probably caused by the wads from her guns, the ship took fire abaft, and it spread with such rapidity, that all endeavours to extinguish it were used in vain. The men were thereupon taken out, but several poor fellows perished; the only officers, were Mr. Baldock, second-lieutenant; the chaplain, and gunner. In this state of affairs it was deemed necessary to withdraw the frigates, for securing them from the effects of the blast: and as the Merlin could not be protected from the same danger, orders were given to evacuate and destroy her. The other ship dropped down nearer to Billingport. The Hessians were repulsed at Red Bank with considerable slaughter.

Commodore Hotham sailed up the North River, Oct. 6, with a squadron of frigates, to co-operate with a body of troops, under the command of Sir Henry Clinton, in hopes of joining Albany, and forming a junction with the army, under General Burgoyne. The forts Montgomery and Clinton, were carried by storm. The enemy on their retreat set fire to two new frigates, and several other vessels, which were consumed, with their artillery and stores; as the fleet and army approached, they also abandoned and burnt fort Constitution and Continental village, in the last were barracks for 1500 men; a large boom or chain of a curious con-

struction was either carried away or sunk, its value was estimated at 70,000*l.* sterling.

In the mean time Sir James Wallace, with a flying squadron, viz. the Experiment, of 50 guns, Apollo, 32 guns, Captain P. Pownall, Tartar, 28 guns, Captain Ommaney, and two sloops of 14 guns each, Captains Jordan and Stanhope, and General Vaughan with a body of light troops, pursued and completed the destruction of the enemy's force in the north river.

In Canada, General Carleton compelled the American army, under General St. Clare, to abandon Ticonderoga; leaving behind all their artillery, stores, and a quantity of provisions. A part of them moved off by land towards New England, and the remainder in batteaux, with their armed vessels, up to Skenesborough. Three British regiments, with the Hesse Hannau regiment, and some gun batteaux, moved up the river in pursuit of them. The Royal George, Captain Lutwidge, and Inflexible, sailed up through the bridge at Ticonderoga, and with a favorable wind got up within half a mile of Skenesborough, where Captain Lutwidge found the gun batteaux engaged with the enemy's vessels. The ships were not able to get near enough to be of any use, except from their appearance; and soon after the firing from the enemy's vessels ceased. The crews of two of these vessels were obliged to quit them, from the fire of the gun-boats' people who acted with great spirit on the occasion, and the other three were burnt and blown up. General Burgoyne, who was on board the Royal George, went round and landed with a part of the army in South Bay, and came to Skenesborough in the evening. A great quantity of arms, stores, officers' baggage, &c. were destroyed in the

enemy's batteaux, which were burnt with the vessels. The following were the vessels destroyed or taken July, 6.

Trumbull, galley, 2 eighteen-pounders, 2 six-pounders, 6 four-pounders, 4 two-pounders, and 12 swivels —taken.

Liberty, schooner, laden with powder—taken.

Revenge, sloop—burnt and blown up.

Gates, galley, 2 twelve-pounders, 2 six-pounders, 3 four-pounders, 4 two-pounders, and 8 swivels—burnt and blown up.

Enterprize, schooner, and provision-vessel—burnt.

General Burgoyne was not equally fortunate. After having fought two bloody engagements and penetrated as far as Saratoga, he found his army much reduced; at the same time it was hemmed in on all sides by a superior force of the enemy: in this situation, on the 17th of October, he was under the humiliating necessity of entering into a convention with General Gates.

The Camel, of 20 guns, the honourable Captain William Clement Finch, with the Druid and Weasel sloops, being, Sept. 4, in the latitude of 40 degrees 20 minutes north, and longitude 50 degrees 17 minutes west, with the North American trade under their convoy, discovered a strange sail bearing down upon them: at five P. M. she had approached to within pistol-shot of the Druid, which was at some distance to windward of the convoy; and hoisted American colors, at the same time hailed and desired Captain Carteret to strike to the honor of the Congress, followed immediately by pouring a broadside into the Druid, by which Captain Carteret was so dangerously wounded that he was obliged to be carried off the deck, and by the same shot the master was

killed. Lieutenant John Bouchier, on whom the command devolved, maintained the action with great bravery until half past six o'clock, when the enemy hauled to windward and made sail. Lieutenant Bouchier used every effort to pursue her, all of which were ineffectual; the Druid was a complete wreck, her masts, rigging, and sails cut to pieces, and five feet water in her hold. The Camel and Weasel were too far to leeward to render any assistance. The enemy's ship appeared to be a frigate mounted with 38 or 40 guns. Upon Captain Finch joining the Druid, he found she was in too shattered a condition to prosecute the voyage, he therefore ordered Mr. Bouchier to proceed with her to England; on his arrival he was promoted to the rank of master and commander, as a reward for his bravery.

The Alert cutter, of 10 guns, 10 swivels, and sixty men, commanded by Lieutenant John Bazeley, at half past seven in the morning of September 22, came up with, and brought to action, an American brig privateer; the engagement continued with much gallantry until ten, when the American availing himself of the disabled state of the cutter, made sail. By the activity of Lieutenant Bazely she was soon in a condition to pursue the enemy, and at half-past one renewed the action; at two she struck, and proved to be the Lexington, of 16 guns, 12 swivels, and 84 men; seven of whom were killed, and eleven wounded. The Alert had two men killed, and three wounded.

Early the ensuing year France entered into a treaty with America, of which a declaration was made to the Court of Great Britain.

NAVAL TRANSACTIONS

From 1778, to the general Peace of 1783.

Naval Preparations—Success of the British Squadron—The English and French Fleets in sight of each other—An Engagement—Result thereof—Admiral Keppel's Trial—Sir Hugh Palliser's do.—Captain Pearson's Engagement with the Alliance—The Quebec set on Fire—Destruction of the whole American Squadron—Various Engagements—Loss of Captain Griffith—Attack of Fort Omoa—Sir George Rodney's Victory—Various Transactions—Miraculous Preservation of the Amazon—Admiral Parker's Engagement with the Dutch Fleet—The Flora and Crescent maintain a furious Engagement—Action off the Chesapeak—Negapatnam, in the East Indies besieged—Captain Luttrell's Victory—Preliminaries of Peace.

ON the 18th of March, 1778, the French king issued an edict to seize all British ships in the ports of France: and on the 27th of the same month an embargo was laid on all French shipping in the British ports. Both countries were busily employed in the equipment of powerful fleets; and every proceeding indicated a speedy rupture.

On the 13th of April a squadron of French ships of war, under the command of the Comte D'Estaing, sailed from Toulon, destined for North America. Although the sailing of this squadron was made known to the minister on the 27th, no measures were taken to intercept it, until the 5th of June, when Admiral Byron sailed from Spithead in quest of it, with a squadron consisting of;

Ships.	Guns.	Commanders.
Princess Royal	98	Honourable J. Byron. Capt. J. Blair.
Invincible	74	Commodore J. Evans. Capt. ——
Culloden	74	.... Geo. Balfour.
Cornwall	74	.... Tim. Edwards.
Royal Oak	74	.... T. Burnet.
Conqueror	74	.... W. Griffith.
Fame	74	.... Jos. Barber.
Sultan	74	.... Allan Gardner.
Bedford	74	.... Edm. Affleck.
Grafton	74	.... C. Collingwood.
Raisonable	64	.... Thos. Fitzherbert.
Monmouth	64	.... Rob. Fanshaw.
Gaudaloupe	28	.... H. Robinson.

On the 3d of July, in the night, the British squadron was dispersed in a heavy gale of wind from the north. The Princess Royal, Invincible, Culloden, and Gaudaloupe, were the only ships left with the admiral. On the 6th, the Culloden parted company; and on the 21st, the Invincible and Gaudaloupe; the two last bore away for St. John's, Newfoundland, where they arrived in a most crippled condition. On the 5th of August, the Culloden joined the admiral, and on the 11th she again parted company. Admiral Byron alone pursued his course for New York. On the 18th, twelve sail of large ships were perceived at anchor close in shore, which they soon discovered to be part of D'Estaing's squadron. The admiral finding that he could not possibly get into Sandy Hook, without passing through the

enemy, bore away for Halifax, where he arrived on the 26th.

The command of the channel fleet was conferred on the honourable Admiral Keppel, who, on the 19th of June, sailed from St. Helen's on a cruize in the Bay of Biscay. On the 17th, being about eight leagues to the S.W. of the Lizard, the admiral chased four sail which were observed reconnoitering the fleet. In the evening the Milford frigate, of 28 guns, Sir W. Burnaby, bart. came up with, and brought into the fleet the Licorne French frigate, of 32 guns and 230 men. The admiral directed Lord Longford, in the America, of 64 guns, to stay by her all night. The next morning he observed she was making preparations to get off; and remonstrated with the French captain on the impropriety of such conduct: this being of no avail, he then ordered a shot to be fired over her; upon which the Frenchman discharged his whole broadside into the America, and instantly struck his colors; fortunately only four men were wounded.

The Arethusa of 32 guns, Captain Samuel Marshall, and Alert cutter, 10 guns, Captain John Fairfax, pursued the other vessels out of sight of the fleet. At night the Arethusa came up with La Belle Poule. Captain Marshall informed her commander, that his orders were to conduct him to the British admiral, with which the French captain peremptorily refused to comply; Captain Marshall then fired a shot over her, which was instantly returned by a broadside from the Belle Poule. A desperate engagement ensued, and continued with great obstinacy for two hours; by this time they were close in with the French coast; the Belle Poule stood into a small bay, from whence a number of boats came

out and towed her into a place of safety. The Arethusa's main-mast fell over the side, and she was otherwise so disabled, that it was with the utmost difficulty she could clear the land. The next morning the Valiant of 74 guns; Captain, Hon. J. Lev. Gower; and Monarch 74 guns, Captain Joshua Rowley, joined the Arethusa, and towed her back to the fleet. The loss she sustained in this conflict was eight men killed, and 36 wounded. By the French accounts the Belle Poule had 40 men killed, and 57 wounded.

The Alert came up with a French schooner of 14 guns, which she obliged to strike, with the loss of five men killed, and seven wounded.

On the 18th, the Foudroyant of 80 guns, Captain John Jervis; Courageaux, 74 guns, Lord Mulgrave; and Robust, Captain Alex. Hood, brought into the fleet the Pallas French frigate of 32 guns, and 220 men. The papers which were found on board of the French ships, gave Admiral Keppel an accurate account of their force at Brest, which consisted of 32 sail of the line, and ten or twelve frigates ready for sea. This information determined the admiral to return to Portsmouth for a reinforcement, and on the 27th of June the fleet anchored at Spithead.

On the 8th of July, the French fleet put to sea from Brest, under the command of the Comte D'Orvilliers. The Lively of 20 guns, Captain Biggs, having been left out to watch the motions of the enemy, upon a fog clearing up, found herself in the midst of their fleet, and was taken.

The fleet under Admiral Keppel having been augmented to thirty sail of the line, sailed from Spithead on the 9th of July. On the 23d, the hostile fleets came in

sight of each other. The enemy, who had the advantage of the wind, shewed no inclination for battle, which obliged Admiral Keppel to continue chasing to windward until the 27th, when a favourable shift of wind enabled him to fetch the enemy. Upon which the French admiral edged down in a close line of battle, and opened his fire on the headmost ships. The signal was instantly made to engage, and a furious cannonade was maintained for near two hours, as the fleets passed on contrary tacks. Admiral Keppel then wore to renew the engagement, but observing that the Formidable and some other ships of Sir Hugh Palliser's division, which had been principally engaged, were incapable (from the damages they had sustained) of obeying the signal, he bore down to join them, and formed his line of battle ahead. The night was employed in preparing to renew the action. At day light the next morning, the body of the enemy's fleet was only visible from the mast head, steering with all sail set for Brest. M. D'Orvilliers, to deceive Admiral Keppel, left three of his fastest sailing ships, with orders to station themselves at proper distances, and to carry the divisional lights of the flag-officers. It was in vain for the admiral to think of a pursuit in the disabled state of his fleet; he therefore resolved to return to England. The loss sustained in this action was 133 killed, and 365 wounded. The enemy's amounted to 165 killed, and 529 wounded.

On the 18th of August, the French fleet had refitted and put to sea; it continued to cruize off Cape Finisterre until the 18th of September, and then returned to Brest. On the 23d of August, Admiral Keppel sailed

and cruized to the westward, without meeting the enemy, until the 11th of September.

The Fox of 28 guns, the Hon. Captain Windsor, having been left out to reconnoitre the enemy's fleet, was taken, after an obstinate engagement, (in which Captain Windsor was severely wounded) by La Junon French frigate, of 32 guns, and 220 men.

The Helena schooner, of 12 guns, Captain Thomas Hicks, employed in the same service, was also captured by La Sensible French frigate.

On the 20th of October, the Jupiter, of 50 guns, Captain Francis Reynolds, and the Medea of 28 guns, Captain James Montagu, being on a cruize in the bay, fell in with a French line of battle ship. At five P. M. the Jupiter brought her to close action, in which she was joined by the Medea, who soon received a dangerous shot between wind and water, which compelled Captain Montagu to bear away for Lisbon. Captain Reynolds continued the engagement with great bravery until eight, when the enemy made sail, and bore away for Ferrol; where it was reported she arrived with the loss of her captain, and 200 men killed and wounded. The Jupiter put into Lisbon to refit.

Upon Admiral Keppel's return to Portsmouth, many violent disputes arose, and unpleasant insinuations were thrown out, relative to the conduct of Admiral Keppel and Sir Hugh Palliser, in the late engagement with the French fleet. On the 9th of December it terminated, by Sir Hugh Palliser exhibiting four charges against the commander in chief. The lords of the admiralty, in consequence, issued an order to Sir Thomas Pye, admiral of the white squadron, to hold a court-martial at

Portsmouth on the 7th of January ensuing, for the trial of Admiral Keppel. On the 16th of December, a bill was passed, on a motion made by Admiral Pigot, for the above court-martial to be permitted to sit on shore.

On the 30th of December, the Duke of Bolton presented a memorial to his Majesty, signed by the twelve following flag-officers, wherein they represented the impropriety of Sir Hugh Palliser's conduct; and the injury which the service might derive from such proceedings.

Hawke	Bristol,
John Moore,	James Young,
Bolton,	Matthew Barton,
Samuel Graves,	Francis Geary,
Hugh Pigot,	Shuldham,
Robert Harland,	Clarke Gayton.

On the 25th of December, Admiral Lord Shuldham sailed from Spithead, with above 300 sail of merchantmen under his convoy, which he was to conduct in safety to a certain latitude, and return home. The fleet consisted chiefly of the trade bound to North America, the East and West-Indies. Off the Berryhead, the Russel, of 74 guns, ran with such violence on board of the London East-Indiaman, that she sunk in less than an hour. The Romulus saved the crew, excepting three or four. The damage the Russel received was so great, that she was ordered to Portsmouth to repair.

We shall now advert to the foreign affairs of this year.

The squadron on the Mediterranean was commanded by Vice-admiral Robert Duff: but nothing material occurred. The Zephyr sloop of war, commanded by Captain Thomas West, was captured by a French frigate and carried into Toulon.

With respect to North America, Lord Howe detached, May 4, Captain Henry with four gallies, and other armed vessels, to co-operate with a detachment of light infantry, under the command of Major Maitland, who were embarked in flat boats, for the purpose of destroying some American armed ships, and other vessels which were lying in the Chesapeak, between Philadelphia and Trenton; this service they executed with great activity and success. The following were the armed vessels with Captain Henry:—

Gallies.	Schooners.
Hussar,	Viper,
Cornwallis,	Pembroke,
Ferret,	Four gun boats,
Philadelphia,	Eighteen flat boats.

The following is also a list of the American ships and vessels destroyed.

Ships.	Guns.
Washington (pierced)	32
Effingham (ditto)	28
3 sloops, each	16
3 ditto, each	10
9 large merchant ships.	
23 brigs, with a number of schooners and sloops.	

On the 25th of the same month, Captain Clayton, of the navy, in conjunction with Lieutenant-colonel Campbell, also destroyed a great number of small American armed vessels and boats, which had been collected in the vicinity of Rhode Island.

On the 12th of July, the Comte D'Estaing anchored with the French fleet off Shrewsbury inlet, about four miles from Sandy Hook, where Lord Howe had moored his small squadron in the best order for defence, should he attempt to force his passage over the bar. Upon the appearance of the enemy, one thousand volunteers from the transports, immediately offered their services to man the fleet; such was the ardour among these brave fellows, that even many of those, who it was necessary should remain to take care of their respective vessels, were found concealed in the boats which were employed to convey their fortunate companions on board of the men of war. The zeal displayed by the masters and mates of the merchant vessels at New York, was equally meritorious; they earnestly solicited employment, and cheerfully took their stations at the guns, and assisted in all the other duties of a common sailor. Others put to sea in light vessels, to watch the motions of the enemy, and performed various essential services. One in particular, (whose name was Duncan, and who was promoted to the rank of lieutenant, and soon after to that of master and commander,) with a noble disinterestedness, offered to convert his vessel which was the whole of his fortune, into a fire-ship, to be conducted by himself. The public spirit, zeal, and bravery, was not less conspicuous among the troops, who contended the point of honour to serve as marines on board the fleet; it was at length decided by lot,

which fell to the share of the light infantry and grenadiers. The British fleet lay in this situation for several days, with the continual mortification of seeing vessels, who (mistaking the enemy for the British fleet) were captured, without a possibility of affording them relief.

On the 22d, the French fleet weighed and stood to sea. A few days after Lord Howe was reinforced by the Cornwall, Raisonable, Centurion, and Renown.

On the 29th of the same month, the enemy's fleet appeared off Rhode Island. A squadron of their frigates entered the Scaunnet passage, where the Kingsfisher sloop of war, and two gallies, were at anchor; their commanders finding they could not escape, set fire to their vessels, and went on shore with the crews. On the 8th of August, the Comte D'Estaing, with a part of his fleet, stood into the harbour of Newport, and anchored between Goat Island and Conanicut. The captains of His Majesty's ships, which were lying in the harbour, came to the resolution of destroying their ships, to avoid their being captured by the enemy. The crews were landed to serve the artillery at the batteries. The ships destroyed were the

	Guns.	Commanders.
Orpheus	32	Capt. Cha. Hudson, burnt.
Lark	32	R. Smith, ditto.
Juno	32	Hugh Dalrymple, ditto.
Cerberus	32	John Symonds, ditto.
Flora	32	James Brisbane, sunk.
Falcon	14	Henry Harwood, ditto.

On the 9th of August, Lord Howe made his appearance off Rhode Island, and the day following D'Estaing put to sea, with a fresh breeze from the N. E. and bore

down on the British fleet. Lord Howe edged away to draw the enemy off the land, in hopes of being able to gain the advantage of the wind; but it still continued adverse. On the 12th, he was resolved to risk an action, notwithstanding the great superiority of their force; for this purpose he drew his fleet into the order of battle, and shortened sail. In order to conduct the manœuvres of the fleet, Lord Howe quitted the Eagle, (leaving his flag flying on board that ship) and went on board the Apollo frigate. Scarcely were the fleets arranged in the order of battle, and in momentary expectation of commencing a desperate action, when the wind began to blow with great violence, which soon increased to a dreadful storm, in which both fleets were dispersed. The next day only seven of Lord Howe's fleet were with him. The Apollo having lost her foremast, he went on board the Phœnix, and steered for New York.

On the evening of the 13th, the Renown, of 50 guns, Captain Dawson, discovered the Languedoc, of 80 guns, (the French admiral's ship) at anchor, and totally dismasted. Captain Dawson made his attack with great skill and bravery; but the night being extremely dark and tempestuous, he ceased firing, and continued near her with a view of renewing the action the next morning; at day-break, to his great mortification, several of the French ships hove in sight, and bore down to the relief of their distressed admiral. On the same evening, Commodore Hotham, in the Preston, of 50 guns, fell in with the Tonnant, of 80 guns, with only her main-mast standing. The commodore made so furious an attack upon her, that she must have shortly surren-

dered, but for the timely appearance of a part of her own fleet.

On the 16th, the Cæsar, of 74 guns, came up with the Isis of 50, commanded by Captain Rayner; a desperate action ensued, and continued with great obstinacy for an hour and a half, when the Frenchman bore up and put before the wind. Captain Rayner would have pursued her, but that his crippled state rendered it impracticable. In this gallant action the Isis had only one man killed, and fourteen wounded. It was said that the Cæsar had seventy men killed and wounded; among the latter was M. Bouganville, who lost his right arm. The Duke of Ancaster, who served as a volunteer on board the Isis, distinguished himself with great bravery.

On the 4th of September, Captain Fanshaw, in the Carysfort frigate, and Major-general Grey, with a detachment of the army, destroyed twenty-four of the enemy's armed vessels and boats at Martha's Vineyard, and in the adjacent harbours and creeks.

On the 12th of the same month, Lord Howe resigned the command of the fleet in North America, and sailed for England in the Eagle. Rear-admiral Gambier succeeded to the command.

It was the month of October before Admiral Byron had collected his fleet, and was in readiness to put to sea from New York; from whence he proceeded to cruize off Boston, to block up the French fleet which had taken shelter in that port. Ill fortune continued to pursue this admiral; he had not long arrived upon his station, when a violent storm drove him off the coast and dispersed the squadron; many of the ships were

obliged to put into Rhode Island in a most shattered condition. The Comte D'Estaing seized this favourable moment to slip out of Boston and steered for the West Indies. On the same day (November the 3d) Commodore Hotham left Sandy Hook with a squadron of ships of war and 60 sail of transports, having on board 5000 veteran troops, under the command of Major-general Grant for the same destination. These fleets must at times have been at no great distance from each other: they were equally involved in a heavy gale of wind, in which the French were separated and sustained considerable damage; while Commodore Hotham had the good fortune and ability to keep his fleet collected, and reached Barbadoes in safety.

On the 4th of November Captain Alan Gardner, in the Maidstone, of 28 guns and 200 men, being about 60 leagues to the eastward of Cape Henry, fell in with a large French ship, which, after a smart engagement, he compelled to strike. She proved to be the Lion, of 40 guns and 216 men; eight of whom were killed, and 18 wounded; she was on her passage from Virginia, bound to Port L'Orient, laden with tobacco. The Maidstone had four men killed, and nine wounded.

Vice-admiral Montagu having received intelligence of the hostile proceedings of the French squadron on the coast of America, detached Commodore Evans with a small squadron to seize the islands of St. Pierre and Miquelon. They were taken possession of by his Majesty's forces on the 14th of September. The French fishery was entirely destroyed, and their boats, &c. burnt in all those parts of the island on which they had been permitted to dry their fish.

The honourable Rear-admiral Barrington commanded his Ma[illegible]'s squadron on the Leeward Islands.

On the 9th of March the Ariadne, of 20 guns, and Ceres sloop of war, of 14 guns, commanded by Captains Pringle and Dacres, being on a cruize off Barbadoes, chased two American frigates. At noon they came up with one of them, which struck after a short resistance: she proved to be the Alfred, of 20 guns, and 180 men. Her consort was the Raleigh, of 32 guns, which escaped.

On the 7th of September the island of Dominica was obliged to surrender to the Marquis de Boullie.

The squadron under Rear-admiral Barrington was by no means adequate to undertake offensive operations until the arrival of Commodore Hotham in the beginning of December with the reinforcements from North America. The reduction of the island of St. Lucia was immediately determined on; the fleet sailed from Barbadoes, and arrived off the island on the 13th of December; on the same day Brigadier-generals Meadows and Prescot landed in different parts of the Grand Cul de Sac with a considerable body of troops, while Brigadier-general Sir Henry Calder protected the landing-place to keep open a communication between the fleet and army. The British forces had not been long in the possession of this part of the island, before the Comte D'Estaing made his appearance with twelve sail of the line, having on board 9000 troops. Admiral Barrington ordered the transports to be warped close in shore, and moored his little squadron with so much skill and judgment as to baffle the repeated attacks of the enemy. On the 15th the Comte D'Estaing made two desperate attacks on the

British squadron; but the determined coolness, resolution, and bravery of its commanders, supported by a steady and well-directed fire from the batteries on shore, compelled him to stand to sea, and relinquish any further attempts. The next day the French fleet were observed plying to windward, and in the evening it anchored off Gros Islet. The French troops which were landed made several attempts to carry the batteries, in all of which they were repulsed, as well as in the field, with a dreadful slaughter. Finding every effort ineffectual to recover the island, they re-embarked, and left the conquerors in quiet possession.

On the 3d of March Sir Peter Parker arrived at Port Royal, and took on him the command of his Majesty's squadron at Jamaica.

On the 8th of July the Ostrich, of 14 guns, and 110 men, commanded by Captain Peter Rainier, being on a cruize off Savannah Point, Jamaica fell in with, and after a bloody engagement, which continued three hours, captured a French privateer, of 16 guns, and 150 men; 30 of whom were killed, and a great number wounded. The Ostrich had 4 men killed, and 28 wounded; among the latter were Captain Rainier and Lieut. O'Brien.

On the 10th of August, Commodore Sir Edward Vernon, who commanded his Majesty's squadron at the East Indies, being on a cruize off the coast of Coromandel, fell in with the French squadron under M. Tranjolly; an action ensued, and was maintained with great obstinacy for two hours; when the enemy availing himself of the crippled condition of the British ships, made sail and steered for Pondicherry. On the 21st, Sir Edward Vernon again got sight of them, but their superiority in sailing prevented his being able to bring them to action;

they, however, quitted the coast, which gave Sir Edward Vernon an opportunity of taking possession of the anchorage in Pondicherry road, by which means he was enabled to co-operate with the army in the reduction of that place. In October it surrendered to the British arms.

After the above action the Sartine French frigate mistaking the British for her own squadron, was taken.

The Trident, of 64 guns, Captain John Elliot, sailed from Spithead, April 21, having on board Lord Carlisle, Mr. Eden, and Capt. George Johnstone, who, with the commanders in chief of the land and sea forces in North America, were appointed to negotiate an accommodation with the Congress.

On the 7th of January, 1779, the remarkable trial of Admiral Keppel commenced at Portsmouth, and agreeable to an express act of parliament was held at the governor's house.

The members were,

President—Sir Thomas Pye, admiral of the white.
Matthew Buckle, vice-admiral of the red.
John Montague, vice-admiral of the red.
Marriot Arbuthnot, rear-admiral of the white.
Robert Roddam, rear-admiral of the white.

CAPTAINS.

Mark Milbank.	Francis Samuel Drake.
Taylor Penny.	John Moutray.
William Bennet.	Adam Duncan.
Philip Boteler.	James Cranston.

The charge exhibited by Sir Hugh Palliser against

the admiral, containing five articles, was to the following purport:

1. "That, on the morning of the 27th of July, 1778, having a fleet of thirty ships of the line under his command, and being then in the presence of a French fleet of the like number of ships of the line, the said admiral did not make the necessary preparations for fight; did not put his fleet into a line of battle, or into any order proper either for receiving or attacking an enemy of such force; but, on the contrary, although his fleet was already dispersed and in disorder, he, by making the signal for several ships of the vice-admiral of the blue's division to chase to windward, increased the disorder of that part of his fleet, and the ships were, in consequence, more scattered than they had been before, and whilst in this disorder he advanced to the enemy, and made the signal for battle; that the above conduct was the more unaccountable, as the enemy's fleet was not then in disorder, nor beaten, nor flying, but formed in a regular line of battle on that tack which approached the British fleet, all their motions plainly indicating a design to give battle, and they edged down and attacked it whilst in disorder. By this unofficer-like conduct a general engagement was not brought on, but the other flag-officers and captains were left to engage without order or regularity, upon which, great confusion ensued, some of his ships were prevented from getting into action at all, others were not near enough to the enemy, and some from the confusion, fired into others of the king's ships and did them considerable damage, and the vice-admiral of the blue was left alone to engage single and unsupported: in these instances the said admiral Keppel negligently performed the duty imposed on him.

"2dly. That after the van and centre divisions of the British fleet passed the rear of the enemy, the admiral did not immediately tack and double upon the enemy with these two divisions and continue the battle, nor did he collect them together at that time, and keep so near the enemy as to renew the battle as soon as it might be proper; on the contrary, he stood away beyond the enemy to a great distance before he wore to stand towards them again, leaving the vice-admiral of the blue engaged with the enemy and exposed to be cut off.

"3. That after the vice-admiral of the blue had passed the last of the enemy's ships, and immediately wore, and laid his own ship's head towards the enemy again, being then in their wake and at a little distance only, and expecting the admiral to advance with all the ships to renew the fight, the admiral did not advance for that purpose, but shortened sail, hauled down the signal for battle; nor did he at that time, nor any other time, whilst standing towards the enemy, call the ships together in order to renew the attack, as he might have done, particularly the vice-admiral of the red and his division, which had received the least damage, had been the longest out of action, were ready and fit to renew it, were then to windward and could have bore down and fetched any part of the French fleet, if the signal for battle had not been hauled down, or if the said admiral Keppel had availed himself of the signal appointed, by the 31st article of the fighting instructions, By which he might have ordered those to lead, who are to lead with the starboard tack on board, by a wind, which signal was applicable to the occasion for renewing the engagement with advantage, after the French fleet had been

beaten, their line broken, and in disorder; in these instances he did not do the utmost in his power to take, sink, burn, or destroy the French fleet that had attacked the British fleet.

"4th. That instead of advancing to renew the engagement, as in the preceding articles is alledged, and as he might and ought to have done, the admiral wore and made sail directly from the enemy, and thus he led the whole British fleet away from them, which gave them an opportunity to rally unmolested, and to form again into a line of battle, and to stand after the British fleet. This was disgraceful to the British flag, for it had the appearance of a flight, and gave the French admiral a pretence to claim the victory, and to publish to the world that the British fleet ran away, and that he pursued it with the fleet of France, and offered it battle.

"5th. That on the morning of the 28th of July, 1778, when it was perceived that only three of the French fleet remained near the British in the situation the whole had been in the night before, and that the rest were to leeward at a greater distance, not in a line of battle, but in a heap, the admiral did not cause the fleet to pursue the flying enemy, not even to chace the three ships that fled after the rest, but, on the contrary, he led the British fleet another way, directly from the enemy: by these instances of misconduct and neglect, a glorious opportunity was lost of doing a most essential service to the state, and the honor of the British navy was tarnished.

"H. Pallisер."

To the first article Admiral Keppel answered,

"I have never understood preparations for fight to have any other meaning, in the language and under-

standing of seamen, than that each particular ship under the direction and discipline of her own officers, when in pursuit of an enemy, be in every respect cleared and in readiness for action; the contrary of which, no admiral of a fleet with reasonable cause will presume: and as from the morning of the 24th, when the French fleet had got to windward, to the time of the action, the British fleet was in unremitting pursuit of them, it is still more difficult to conceive that any thing more is meant by this charge, than what is immediately after conveyed by the charge that follows it, namely,

"That on the same morning of the 27th, I did not put my fleet into a line of battle, or into any order, proper either for receiving or attacking an enemy of such force.

"By this second part of the charge, I feel myself attacked in the exercise of that great and broad line of discretion, which every officer commanding either fleets or armies is often obliged, both in duty and conscience, to exercise to the best of his judgment, and which depending on circumstances and situations infinitely various, cannot be reduced to any positive rule of discipline or practice; a discretion which I will submit to the court, I was peculiarly called upon by the strongest and best motives to exercise, and which in my public letter to the board of admiralty I openly avowed to have exercised. I admit that on the morning of the 27th of July I did not put my fleet into a line of battle, because I had it not in my choice to do so consistant with the certainty, or even the probability of either giving or being given battle; and because, if I had scrupulously adhered to that order, in which, if the election had been mine, I should have chosen to have received or attacked a wil-

ling enemy, I should have had no enemy either to receive or attack.

"I shall therefore, in answer to this charge, submit to the court my reasons for determining to bring the French fleet to battle at all events; and shall shew that any other order than that in which my fleet was conducted, from my first seeing them to the moment of the action, was incompatible with such determination.

"In order to this, I must call the attention of the court, to a retrospective view of the motions of the two fleets, from their first coming in sight of each other.

"On my first discovering the French fleet at one o'clock in the afternoon of the 23d of July, I made the necessary signals for forming my fleet in the order of battle, which I effected towards the evening, when I brought to, by signal, and lay till the morning, when perceiving that the French fleet had gained the wind during the night, and carried a pressed sail to preserve it, I discontinued the signal for the line, and made the general signal to chace to windward, in hopes that they would join battle with me, rather than suffer two of their capital ships to be entirely separated from them, and give me a chance of cutting off a third, which had carried away a top-mast in the night, and which, but for a shift of wind, I must have taken: in this, however, I was disappointed, for they suffered two of them to go off altogether, and continued to make every use of the advantage of the wind.

"This assiduous endeavor of the French admiral to avoid coming to action, which from his thus having the wind was always in his option, led me to believe he expected a reinforcement, a reflection which would alone have been a sufficient reason to determine me to urge my

pursuit in as collected a body as the nature of such a pursuit would admit of, without the delay of the line, and to seize the first opportunity of bringing on an engagement.

"But I had other reasons not less urgent.

"If by obstinately adhering to the line of battle, I had suffered, as I inevitably must, the French fleet to have separated from me; and if by such separation the English convoys from the East and West Indies, which I have already stated in the introduction to my defence to have been then expected home, had been cut off, or the coast of England had been insulted, what would have been my situation? Sheltered under the forms of discipline, I, perhaps, might have escaped punishment, but I could not have escaped censure. I should neither have escaped the contempt of my fellow-citizens, nor the reproaches of my own conscience.

"Moved by these important considerations, supported by the examples of Admiral Russel, and other great naval commanders, who, in similar situations, had ever made strict order give way to reasonable enterprize, and particularly enccuraged by the remembrance of having myself served under that truly great officer Lord Hawke, when rejecting all rules and forms, he grasped at victory by an irregular attack, I determined not to lose sight of the French fleet by being out-sailed, from preserving the line of battle: but to keep my fleet as well collected as I could, and near enough to assist and act with each other, in case a change of wind, or other favourable circumstances, should enable me to force the enemy to action.

"Such were my feelings and resolutions when the day broke on the morning of the 27th of July, at which

time the fleet under my command was in the following position:—Vice-admiral Sir Robert Harland was about four miles distant on the Victory's weather-quarter, with most of the ships of his own division and some of those belonging to the center—and Vice-admiral Sir Hugh Palliser at about three miles distance, a point before the lee-beam of the Victory, with his main-sail up, which obliged the ships of his division to continue under an easy sail.

"The French fleet was as much to windward, and at as great a distance as it had been the preceding morning, standing with a fresh wind close hauled on the larboard tack, to all appearance avoiding me with the same industry as ever.

"At this time, therefore, I had no greater inducement to form the line than I had on the morning of the former day, and I could not have formed it without greatly encreasing my distance from the French fleet, contrary to that plan of operation which I have already submitted to the judgment of the court.

"The vice-admiral of the blue next charges,

"That although my fleet was already dispersed, and in disorder, I, by making the signal for several ships of his division to chace to windward, encreased the disorder of that part of my fleet, and that the ships were in consequence more scattered than they had been before, and that whilst in this disorder I advanced to the enemy, and made the signal for battle.

"In this part of the charge there is a studious design to mislead the understanding, and by leaving out times, and intermediate events, to make the transactions of half a day appear but as one moment.

"It is indeed impossible to read it without being possessed with the idea, that at half past five in the morning, when I made the signal for six of the ships of the vice-admiral of the blue's division to chace to windward, I was in the immediate prospect of closing with an enemy approaching me in a regular line, and all their motions plainly indicating a design to give battle: instead of which both the fleets were then on the larboard tack, the enemy's fleet near three leagues to windward, going off close by the wind with a pressed sail. My reason, therefore, for making that signal at half past five, was to collect as many ships to windward as I could, in order to strengthen the main body of the fleet, in case I should be able to get to action, and to fill up the interval between the Victory and the vice-admiral, which was occasioned by his being far to leeward; and it is plain that the vice admiral must have himself understood the object of the signal, since it has appeared in the course of the evidence, that on its being made, the Formidable set her main-sail and let the reefs out of her top-sails; and indeed the only reason why it was not originally made for the whole division was, that they must have then chased as a division, which would have retarded the best going ships, by an attendance on the vice-admiral.

"Things were in this situation, when about nine o'clock the French fleet wore and stood to the southward on the starboard tack; but the wind immediately after they were about, coming more southerly, I continued to stand on till a quarter past ten, at which time I tacked the British fleet together by signal, and soon after we were about, the wind came some points in our favour to

the westward, which enabled us to lye up for a part of them; but in a dark squall that almost immediately came on, I lost sight of them for above half an hour. When it cleared away at eleven o'clock, I discovered that the French fleet had changed their position, and were endeavouring to form the line on the larboard tack; but finding they could not effect it without coming within gun-shot of the van of the British fleet, they edged down and fired on my headmost ships as they approached them on the contrary tack, at a quarter after eleven, which was instantly returned; then, and not till then, I made the signal for battle. All this happened in about half an hour, and must have been owing to the enemy's falling to leeward in performing their evolutions during the squall; these we could not see, and it produced this sudden and unexpected opportunity of engaging them, as the enemy were near three leagues ahead of me when the squall came on.

"If therefore, by making the signal for the line of battle when the van of my fleet was thus suddenly getting within reach of the enemy, and well connected with the centre, as my accuser himself has admitted, I had called back the vice-admiral of the red, the French fleet might either have formed their line complete, and have come down upon my fleet while in the confusion of getting into order of battle, or (what I had still greater reason to apprehend) might have gone off to windward out of my reach altogether; for even as it was, the enemy's van, instead of coming close to action, kept their wind, and passed hardly within random-shot.

"My accuser next asserts, as an aggravation of his former charge,

"That the French fleet was in a regular line on the tack which approached the British fleet, all their motions plainly indicating a design to give battle.

"Both which facts have already been contradicted by the testimony of even his own witnesses. That the enemy's fleet was not in a regular line of battle, appeared by the French admiral being out of his station far from the centre of his line, and next, or very near to a ship carrying a vice-admiral's flag; some of their ships were abreast of each other, and in one, as they passed the English fleet together with other apparent marks of irregularity. Indeed, every motion of the French fleet, from about nine, when it went on the starboard tack, till the moment of the action, and even during the action itself, I apprehend to be decisive against the alledged indication of designing battle; for, if the French admiral had really intended to come to action, I apprehend he never would have put his fleet on the contrary tack to that on which the British fleet was coming up to him, but would have shortened sail and waited for it, formed in the line on the same tack; and even when he did tack towards the British fleet the alledged indication is again directly refuted, by the van of the French fleet hauling their wind again instead of bearing down into action, and by their hoisting no colours when they began to engage.

"Notwithstanding these incontrovertible truths, my accuser imputes it to me that a general engagement was not brought on; but it is evident, from the testimony of every witness he has called, that a general action was never in my choice, and that so far its being prevented by my not having formed the line of battle, no engage-

ment, either general or partial, could have been brought on if I had formed it: indeed it is a contradiction in terms, to speak of a general engagement, where the fleet that has the wind tacks to pass the fleet to leeward on the contrary tack.

"Such was the manner in which, after four day pursuit, I was at last enabled, by a favorable shift of wind, to close with the fleet of France.

"If I am justifiable on principle in the exercise of that discretion, which I have been submitting to your judgment, of bringing at all events an unwilling enemy to battle, I am certainly not called upon to descend to all the minutiæ of consequences resulting from such enterprize, even if such had ensued as my accuser has asserted, but which his own witnesses have not only failed to establish, but absolutely refuted. It would be an insult on the understanding of the court, were I to offer any arguments to shew, that ships which engage without a line of battle, cannot so closely, uniformly, and mutually support each other, as when circumstances admit of a line being formed, because it is self-evident, and is the basis of all the discipline and practice of lines of battle. In the present case, notwithstanding I had no choice in making any disposition for an attack, nor any possibility of getting to battle otherwise than I did, which would be alone sufficient to repel any charge of consequent irregularity or even confusion; yet it is not necessary for me to claim the protection of the circumstances under which I acted, because no irregularity or confusion either existed or has been proved, all the chasing ships, and the whole fleet, except a ship or two, got into battle, and into as close battle as the

French fleet, which had the option by being to windward, chose to give them.

" The vice-admiral of the blue himself, though in the rear, was out of action in a short time after the Victory, and so far from being left to engage singly, and unsupported, was passed during the action, by three ships of his own division, and was obliged to back his mizen-top sail to keep out of the fire of one of the largest ships in the fleet, which must have continued near him all the rest of the time he was passing the French line, as I shall prove she was within three cables' length of the Formidable when the firing ceased."

Answer to the second article.

" The moment the Victory had passed the enemy's rear, my first object was to look round the position of the fleet, which the smoke had till then obscured from observation, in order to determine how a general engagement might best be brought on after the fleets should have passed each other.

" I found that the vice-admiral of the red, with part of his division, had tacked, and was standing towards the enemy with top-gallant sails set, the very thing I am charged with not having directed him to do; but all the rest of the ships that had got out of action were still on the starboard tack, some of them dropping to leeward, and seemingly employed in repairing their damages: the Victory herself was in no condition to tack; and I could not immediately wear and stand back on the ships coming up astern of me out of the action (had it been otherwise expedient) without throwing them into

the utmost confusion. Sir John Ross, who very gallantly tried the experiment, having informed the court of the momentary necessity he was under of wearing back again to prevent the consequences I have mentioned, makes it unnecessary to enlarge on the probable effect of such a general manœuvre with all the ships ahead. Indeed, I only remark it as a strong relative circumstance appearing by the evidence of a very able and experienced officer, and by no means as a justification for having stood away beyond the enemy to a great distance before I wore, because the charge itself is grossly false in fact.

"The Victory had very little way while her head was to the southward, and although her damages were considerable, was the first ship of the centre division that got round towards the enemy again, and some time before the rest were able to follow her. Even as it was, not above three or four were able to close up with her on the larboard tack, so that had it even been practicable to have veered sooner than I did, no good purpose could have been answered by it, as I must only have wore the sooner back again, to have collected the disabled ships, which would have been therefore left still farther astern.

"The Formidable was no otherwise left engaged with the enemy during this short interval than as being in the rear, a circumstance which must always necessarily happen to ships in that situation, when fleets engage each other on contrary tacks, and no one witness has attempted to speak to the danger my accuser complains of, except his own captain, who, on being called upon to fix the time when such danger was apprehended, stated it to be the time the Formidable opened her fire.

This renders this application of it as a consequence of the second charge, too absurd to demand a refutation."

Answer to the third article.

"As soon as I had wore to stand towards the enemy, I hauled down the signal for battle, which I judged improper to be kept abroad till the ships could recover their stations, or at least get near enough to support each other in action; and in order to call them together for that purpose, I immediately made the signal to form the line of battle ahead of the center and red division. I embraced that opportunity of unbending her main-top sail, which was totally unserviceable, and in doing which the utmost expedition was used, the ships astern of me exerting themselves as far as they could in the mean time to get into their stations, so that no time was lost by this necessary operation.

"The Formidable was ahead of the Victory during this period. It was her station in the line on that tack; yet at the very moment my accuser dares to charge me with not calling the ships together to renew the attack, he himself, though his ship was in a manageable condition, as has appeared by the evidence of his own captain; and though he had wore, expecting, has he says, the battle to be renewed, quitted his station in the front of the line of battle, the signal for which was flying, passed to leeward of me on the starboard tack, while I was advancing to the enemy, and never came into the line during the rest of the day.

"In this situation I judged it necessary, that the vice-admiral of the red, who was to windward, and pushed forward on my weather-bow, with six or seven

ships of his division, should lead on the larboard tack, in order to give time to the ships which had come last out of action to repair their damages and get collected together. The signal appointed by the thirty-first article of the fighting instructions not being applicable, as the French fleet was so nearly ahead of us, that only by keeping close to the wind we could have fetched them, I made the Proserpine's signal in order to have dispatched Captain Sutton with a message to Vice-admiral Sir Robert Harland to lead the fleet on the larboard tack, but before he left the Victory with the orders he had received, the French fleet wore and stood to the southward, forming their line on the starboard tack. Their ships advanced regularly out of a collected body, which they had got into from the operation of wearing, and not from any disorder or confusion; though had such disorder or confusion really existed, I could have derived no immediate advantage from it, not having a sufficient force collected to prevent their forming, by an attempt to renew the attack. The Victory was at this time the nearest ship to the enemy, with no more than three or four of the centre division in any situation to have supported her, or each other in action: the vice-admiral of the blue was on the starboard tack, standing away from his station totally regardless of the signal that was flying to form the line; and most of the other ships, except the red division, whose position I have already stated, were far astern and five disabled ships at a great distance on the lee quarter.

"Most of these facts are already established by my accuser's own evidence, and I shall prove and confirm them all, by the testimony of that part of the fleet whose situations will enable them to speak to them with certainty.

I trust they will convince the court that I had it not in my power to collect the fleet together to renew the fight at that time, and that from their not being able to follow me, I consequently could not advance with them; that I did not shorten sail, but only shifted an unserviceable one, when I was far ahead and the ships unable to follow; that I did not haul down the signal for battle till it ceased to be capable of producing any good effect; that during the whole time I stood towards the enemy, I endeavoured, by the most forcible of all signals, the signal for the line of battle, to call the ships together in order to renew the attack; that I did avail myself of the ships that were with the vice-admiral of the red, as far as circumstances admitted; and that I therefore did do the utmost in my power to take, sink, burn, or destroy the French fleet, which had attacked the British fleet."

Answer to the fourth article.

"The French fleet having wore and began to form their line on the starboard tack by the wind, which if they had kept would have brought them close up with the center division, soon afterwards edged away, pointing towards four or five of the disabled ships which were at a distance to leeward, and with evident intention to have separated them from the rest of the fleet. To prevent this I made the signal to wear, and stood athwart their van in a diagonal course to give protection to these crippled ships, keeping the signal for the line flying to form and collect the fleet on the starboard tack. As I had thus been obliged to alter my disposition before Captain Sutton left the Victory with my former message, I dispatched him with orders to the vice-admiral of the

red, to form with his division at a distance astern of the Victory, to cover the rear, and to keep the enemy in check till the vice-admiral of the blue should come into his station with his division, in obedience to the signal. These orders the vice-admiral of the red instantly obeyed, and was formed in my wake before four o'clock. Finding then that while, by the course I steered to protect the crippled ships, I was nearing the enemy, and that the vice-admiral of the blue still continued to lie to windward, by which he kept his division from joining me, I made the signal for ships to windward to bear down into my wake, and that it might be the better distinguished (both being signals at the mizen peak) I hauled down the signal for the line for about ten minutes and then hoisted it again. This signal for ships to windward to bear down he repeated, though he had not repeated that for the line of battle; but by not bearing down himself, he led the ships of his division to interpret his repeating it as requiring them to come into his wake instead of mine.

"Having now accomplished the protection of the disabled ships, and the French fleet continuing to form their line ranging up to leeward parallel to the center division, my only object was to form mine in order to bear down upon them to renew the battle. Therefore at a quarter before five, after having repeated the signal for ships to windward to bear down into my wake, with no better effect than before, I sent the Milford with orders to the vice-admiral of the red, to stretch ahead and take his station in the line, which he instantly obeyed; and the vice-admiral of the blue being still to windward with his fore-top-sail unbent, making no visible effort to obey the signal which had been flying the whole

afternoon, I sent the Fox at five o'clock with orders to him to bear down into my wake, and to tell him I only waited for him and his division to renew the battle. While I was dispatching these frigates, having before hauled down the signal to come into my wake, I put abroad the signal for all ships to come into their stations, always keeping the signal for the line flying. All this produced no effect on the vice-admiral of the blue; and, wearied out with fruitless expectation, at seven o'clock I made the signal for each particular ship of the vice-admiral of the blue's division to come into her station, but before they had accomplished it, night put an end to all further operations.

"It may be observed, that amongst these signals I did not make the Formidable's. If the vice-admiral chuses to consider this as a culpable neglect, I can only say that it occurred to me, to treat him with a delicacy due to his rank. This had some time before induced me to send him the message by Captain Windsor, the particulars of which he has already faithfully related to the court.

"I trust I have little reason to apprehend that you will be inclined to consider my conduct, as I stated it in answer to this fourth article of the charge, as disgraceful to the British flag. After I had wore upon the same tack with the enemy, to protect the disabled part of my fleet and collect the rest together, there would have been little to do to renew the battle, but bearing right down upon the enemy, if my accuser had led down his division in obedience to the repeated signals and orders which I have stated. The Victory never went more than two knots, was under her double-reefed top-sails and fore-sails, much shattered, which kept the ships

that were near her under their top-sails, and suffered the French fleet, which might always have brought me to action if they had inclined to do it, to range up parallel with the center under very little sail. It was to protect the five disabled ships above-mentioned, and to give the rest time to form into some order, that I judged it more expedient to stand as I did, under that easy sail, than to bring to with my head to the southward. The court will judge whether it was possible for any officer in the service really to believe that these operations could give the appearance of a flight, or furnish a rational pretence to the French admiral to claim the victory, or publish to the world that the British fleet had run away."

Answer to the fifth article.

"On the morning of the 28th of July, the French fleet (except three sail which were seen on the lee quarter) was only visible from the mast-heads of some of the ships of the British fleet, at a great distance from me. This afforded me not the smallest prospect of coming up with them, more especially as their ships, though certainly much damaged in their hulls, had not apparently suffered much in their masts and sails; whereas the fleet under my command was generally and greatly shattered in their masts, yards, and rigging, and many of them unable to carry sail. As to the three French ships, I made the signal at five o'clock in the morning for the Duke, Bienfaisant, Prince George and Elizabeth, to give them chace, judging them to be the properest ships for that purpose, but the two last were not able to carry sufficient sail to give countenance to the pursuit: and looking round to the general condition

of my fleet, I saw it was in vain to attempt either a general or a partial chace. Indeed, my accuser does not venture to alledge, that there was any probability, or even possibility of doing it with effect, which destroys the whole imputation of his charge.

"Under these circumstances I trust I could not mistake my duty; and I was resolved, as I have already before observed in the introduction to my defence, not to sacrifice it to an empty show and appearance, which is beneath the dignity of an officer, unconscious of any failure or neglect. To have urged a fruitless pursuit, with a fleet so greatly crippled in its masts and sails, after a distant and flying enemy within reach of their own ports, and with a fresh wind blowing fair for their port, with a large swell, would have been only wantonly exposing the British fleet under my command without end or object. It would have been misleading and defeating its operations, by delaying the refitment necessary for carrying on the future service with vigour and effect.

"My accuser asserts, by a general conclusion to the five articles exhibited against me, that from what he states as instances of misconduct and neglect in me, a glorious opportunity was lost of doing a most essential service to the state, and that the honour of the British navy was tarnished.

"The truth of the assertion, that an opportunity was lost, I am not called upon either to combat or deny; it is sufficient for me if I shall be successful in proving, that that opportunity was seized by me, and followed up to the full extent of my power; if the court shall be of that opinion, I am satisfied, and it will then rest with the vice-admiral of the blue to explain to what

cause it is to be referred, that the glorious opportunity he speaks of was lost, and to whom it is to be imputed (if the fact be true) that the honour of the British navy has been tarnished."

Mr. Keppel then proceeded to the examination of the witnesses in support of his case; and the court-martial, which continued to sit till the 11th of February, came on that day to the following resolution.

"That it is their opinion the charge against Admiral Keppel is malicious and ill founded, it having appeared that the said admiral, so far from having by misconduct and neglect of duty, on the days therein alluded to, lost an opportunity of rendering essential service to the state and thereby tarnished the honour of the British navy, behaved as became a judicious, brave and experienced officer."

The president then delivered him his sword, and in a short speech congratulated him on its being restored with so much honour, and hoping ere long, he would be called forth by his sovereign, to draw it again in the service of his country.

A few days after his acquittal, both houses of parliament agreed unanimously in a vote of thanks for his gallant behaviour on the 27th of July, that of the lords was sent by the lord chancellor; and that of the commons delivered to the admiral, in his place, by the speaker. The city of London and West-India merchants followed this example.

On the 26th of January, Admiral Lord Shuldham returned to Spithead with part of the men of war, having left the respective convoys safe, 226 leagues to the westward of the Lizard.

On the 31st, Captain Pownal, in his majesty's ship Apollo, of 32 guns, and 220 men, being on a cruize off the coast of France, gave chace to ten sail, which were soon discovered to be a convoy, escorted by a frigate. The Apollo did not get alongside of the frigate till she was within half a mile of the rocks off St. Brieux, when a close action commenced, and continued very obstinate for an hour and a half; the enemy then struck, and proved to be L'Oiseau French frigate, mounting 26 nine-pounders on the main-deck, and 224 men commanded by the Chevalier de Torade; she had left Brest the preceding day with the convoy, the whole of which escaped, by running in among the rocks. The Apollo had six men killed, and twenty-two wounded; among the latter were Captain Pownal, and both the lieutenants. The loss of the enemy was never ascertained.

In February, his majesty's frigate Arethusa, of 32 guns, Captain Charles Holmes Everitt, was wrecked upon the rocks near Ushant, in pursuit of an enemy. The crew were saved, and treated by the French with great humanity.

On the 14th of February the Hon. Admiral Keppel hoisted his flag on board the Victory at Spithead, and resumed the command of the channel fleet.

On the 8th of March, Rear-admiral Sir Edward Hughes sailed from Portsmouth with a squadron of ships of war for the East Indies; but had no opportunity this year of performing any essential service.

His majesty's cutter, the Rattlesnake, of 10 four-pounders, twelve swivels, and sixty men, commanded by Lieutenant Knell, fell in on the 14th of March, at

day-break, with two French cutters, at the back of the Isle of Wight. Upon perceiving the Rattlesnake, they bore away to the S. E. Lieutenant Knell immediately gave chace; and at half past one P. M. being then about four leagues from Havre-de-Grace, came up with and engaged the largest cutter of 14 guns, 12 swivels, and ninety-two men: the other cutter, which was a remarkable fast sailer, came up to her assistance, and jointly engaged the Rattlesnake until four o'clock, when the largest cutter struck; the other instantly sheered off and attempted to escape, but Lieutenant Knell perceiving her intention, bore down, fired three broadsides, and then carried her by boarding, lest she might have got away by her superiority in sailing. The cutter which had first struck, took the advantage of the Rattlesnake's disabled state, crouded all her sail, and escaped. The cutter, which Lieutenant Knell brought in, was the Fenelon de Dunkirk, whose commander and twelve men were killed, and thirty wounded. The Rattlesnake had none killed; Lieutenant Knell, one midshipman, and ten men wounded. For this gallant action, Mr. Knell was promoted to the rank of master and commander.

On the 19th of March Sir Charles Hardy was appointed to succeed Admiral Keppel, who resigned the command of the channel fleet; Vice-admiral Darby was appointed second in command, and Rear-admiral Digby third.

On the 12th of April a court-martial assembled on board his majesty's ship Sandwich, in Portsmouth harbor, to try Sir Hugh Palliser, vice-admiral of the blue, previous to which he had resigned his seat at the admiralty board, the lieutenant-generalship of the marines,

his government of Scarborough Castle, and vacated his seat in parliament.

The members were:

President—John Darby, vice-admiral of the blue, Esq.	
Robert Digby, rear-admiral of the blue.	Sir Chaloner Ogle
	Joseph Payton
Captains, Richard Kempenfelt	Mark Robinson.
	Sir C. Goodall
..... William Baine	Robert Linzee
..... Adam Duncan	G. R. Walters.
..... J. Cranston	J. Colpoys.

The court continued sitting until the 5th of May, Sundays excepted, when, after two days deliberation, it passed the following sentence:

"The order for the court-martial having been accompanied with the original minutes of the proceedings of the court-martial, lately held for the trial of the Hon. Augustus Keppel; and reciting that it appears by the said minutes, that the several matters were given in evidence at the said trial, respecting the conduct and behavior of Vice-admiral Sir Hugh Palliser, on the 27th and 28th of July last, which demand strict examination; the court proceeded to examine witnesses, touching the said several matters, and to try him for the same; and having maturely considered the whole also what the prisoner has alledged in his defence, together with what has been given in upon evidence in support thereof, are of opinion that his conduct and behavior in those days were in many respects highly exemplary and meritorious; at the same time cannot help thinking it was incumbent upon him to have made known to his com-

mander in chief the disabled state of the Formidable, which he might have done by the Fox at the time she joined him, or by other means. Notwithstanding his omission in that particular, the court are of opinion he is not in any other respect chargeable with misconduct or misbehavior on the days above-mentioned: and therefore they acquit him, and he is hereby acquitted accordingly."

Having already given the material substance of Admiral Keppel's defence, we shall here give the reasons Sir Hugh Palliser publicly assigned in the House of Commons, which actuated his conduct both immediately after the action, while the two fleets were in sight of each other, as well as the measures taken by him on shore, previous to the commencement of the court-martial.

"The event of my trial confirmed me in the expectation with which I had before consoled myself. My judges proved superior to the influence of party and the dread of unmerited unpopularity, discharged their office with a determined impartiality, and the result was a sentence, which I shall ever think most honorable to me. In the introductory part of it my judges declared that my conduct and behavior were, in many respects, highly exemplary and meritorious. Though too the court had scrutinized into every part of my conduct with an almost unexampled strictness, the only omission which could be suggested was, that I did not inform the commander in chief of the disabled state of the Formidable: but so far was the court from imputing this to a blameable cause, or from attributing the least ill consequence to it, that they stated it in dubious and reluctant terms, simply pointing it out as a matter of opinion;

and having so done, they concluded with an absolute acquittal. Indeed, had I conceived that there was a probability of imputing such an omission to me, I should have been more full in my explanation on this head. I did take notice that the signal of distress, in the fighting instructions, was not applicable, and that the condition of the Formidable was so apparent, as to make any information from me unnecessary. I also noticed that I had no frigate by which I could send information; the Milford, which was the only frigate in my division, having been taken from me, by Mr. Keppel, early in the afternoon. But I might have advanced several steps further to obviate the idea of omission. Till the Fox reached me between seven and eight at night, Mr. Keppel's own conduct did not leave me the least room to suppose him ignorant of the Formidable's inability to reach the length of my station in the line, for he not only did not make any enforcing signal to signify his expectation of seeing my division in the line, till thirteen minutes after six, when the signal for coming into his wake was hoisted a second time; but also, on putting out the pendants of several ships of my division at half an hour after six, he did not think fit to make my pendant one of the number; whence I concluded that he knew my condition, and therefore did not expect me. In respect to afterwards sending information by the Fox, if I had thought it necessary I had not the opportunity, the Fox having separated from me before I could finish what I had begun to say, to her captain. What other means I could have devised to send an explanation to Mr. Keppel, time enough to answer any purpose, I am still to learn; but all this is not of importance to me; the terms in which the omission is stated, with the acquit-

tal which follows, sufficiently protect my character, being repugnant to the most remote idea of criminal imputation.

"Since my trial I have patiently waited for the subsiding of the public prejudices, and, so far as regards my exculpation from the charges for my conduct on the day of engagement, I have reason to believe, that the proceedings on my own trial have opened the eyes of many, who, before they knew what was my defence, had been seduced into an injurious opinion of me; and, I trust that the more thoroughly the grounds on which my judges acted are examined and understood, the more convincing the proofs of my innocence will appear.

"But still some unfavorable impressions continue to operate against me on account of my accusation of Mr. Keppel, and for this I have been blamed even by some persons of great respect, who were far from being indisposed to form an impartial judgment if they were furnished with the necessary materials.

"In this part of the case my ill fortune exposes me to the most embarrassing disadvantages. On the one hand there is a sentence acquitting Admiral Keppel and declaring my charges malicious and ill founded; but, on the other hand, the manner in which I was urged and driven to become an accuser, and the grounds on which I could have sustained my charges, are not only ill understood, but, in truth, have never yet been explained by myself. The proper time for discussing this matter was when Mr. Keppel was on his trial, but then the opportunity was denied me. The trial being closed, and a judgment of acquittal irrevocably pronounced, it might seem invidious and unbecoming on my part to publish

to the world what I should have offered in support of my charges: such a measure I have therefore declined hitherto, nor will I be ever induced to adopt it by any thing less than its being authoritatively called for, or the most apparent impossibility of otherwise resisting the attempts to compleat my ruin; but then the difficulty is how to avoid such an extremity, without surrendering myself a quiet victim to the persecuting spirit of my enemies. The leaders of them have continually been loading my name with reproaches; and though some of them on many accounts have a title to much respect, yet even those so far forget all manliness of character, as to assail me with the most embittered eloquence in this house, when it was known that I could not be present to defend myself: now too that I am present they know the advantage they derive from my being unendowed with qualifications for a popular assembly, and thence they are encouraged to recommence their attacks, though surely they cannot imagine that I shall sit still without at least endeavoring to give a check to any aspersion aimed at me personally; under these circumstances, should I continue acquiescing in these public attacks of my character without any attempt to repel them, more especially at this time when I am threatened with new efforts to keep me out of the service of my country, I should establish the credit of the misrepresentations by which I deem myself so highly injured; some explanation on my part is, therefore, immediately requisite, to disappoint my enemies of the final accomplishment of their designs.

"It is not, however, my intention to revive the consideration of the past transactions relative to Admiral Keppel and myself, further than he and his friends shall

compel me by their hostilities. I am well convinced not only that very ill consequences have already arisen to the public service from the contest between that gentleman and me, but that new mischiefs will be generated if the subject is resumed; under this impression I think it incumbent on me to make great sacrifices of my own private feelings, rather than administer the least pretence for any further discussion of the grievances of which the honorable admiral and I respectively complain: therefore on the present occasion I shall avoid speaking to many points, in which my character is interested, and I shall keep within much narrower limits than I should prescribe to myself, if I aimed at the full defence of my conduct towards the honorable admiral who is opposed to me.

"The friends of the honorable admiral, in their invectives against me, seem to place their chief reliance on the sentence pronounced by his court-martial, I mean that part of the sentence which declares my charges malicious and ill founded. This is the bitter spring from which my enemies draw poison to impregnate their licentious declamations.

"If the admiral's friends were content with appealing to this sentence as a testimony of his innocence, I, on my part, for the sake of public tranquillity, would forbear all complaint and objections; but when the admiral or his friends, aiming at a further pesecution of me apply that sentence to fix upon me the stigma of being a false and malicious accuser, I cannot acquiesce: the injury is too gross to be patiently submitted to; as such I feel and will resist it.

"It has been urged against me that I was too late in my accusation, and that, if I had thought the honorable

admiral guilty of misconduct, I ought to have avowed my sentiments immediately, and without waiting till he accused me. I answer thus: from the beginning the conduct of the admiral was not adequate to my expectations; I thought that the engagement of the 27th July was injudiciously conducted: that the manner of carrying us into action was disorderly; that there was too much neglect of manœuvres, too much contempt of the enemy, too much confidence at first; and too much awe of the enemy, too much distance from them, too much diffidence of ourselves afterwards. But my friendship and esteem for the admiral, his previous services to his country, his high name in the world, these moved me to a favorable construction; and thus influenced, I imputed the miscarriage of the day to error of judgment, to ill health, to ill advice, to ill fortune, to every thing devoid of that evident and positive criminality which might force me to undertake the painful office of accusing one whom I then deemed my friend. As there was not room for praise, I did not bestow it; and as I then conceived that the admiral's failures might not be wilful, I both avoided public accusation and most rigidly abstained from secret detraction: but new lights and new occurrences presented to my mind a very different view of the admiral's conduct. When the discontents encreased through the nation in consequence of the reflection that a superior fleet of England had for a time declined continuing to engage an inferior one of France, and permitted it to return into port, in the middle of summer, unpursued, the officers, relations, friends, and dependants of the honorable admiral, thought fit to account for this new phænomenon at the expense of my reputation, and, for that purpose, some of them pub-

lished to the world, that my defaults had prevented a second engagement. Being thus injuriously attacked, I both personally and by letter solicited the honorable admiral to give a check to such aspersions; but he refused to do this justice to my character: and on conversing with him and his first captain, I found that they not only countenanced the slanders against me, but added to their number by refusing to acknowledge, either that on coming out of the action I instantly wore to return to the enemy, or that they had even once seen me on the proper tack for that purpose. This explanation from the honorable admiral and his first captain excited both astonishment and suspicion; I was amazed at their denial of such incontrovertible facts, and at the admiral's adopting a language so inconsistent with the high commendation of me in his public letter; and I then saw that there was a plot concerted to destroy my character without a trial, and so to make me chargeable for the admiral's failures. My feelings on the occasion were the stronger, because I was conscious that the chief part of the battle had fallen to the share of me and my division; that I had set an example of forwardness to pursue our blow, by instantly returning upon the enemy, and continuing to stand towards them again; that though the last out of the engagement, I was advancing to be the first in renewal of it; and that I should have had that honor if the admiral had not declined renewing the action and taken his fleet in a direction from the enemy. Under these circumstances it was natural that I should scrutinize the admiral's conduct more rigidly, and no longer see it with the partial eyes of a friend; and on such a view of the unhappy miscarriage, I at length imputed to real neglect what I before had ascri-

bed to causes which might be pardoned, more especially in consideration of former services, and such as at first did not seem to me to preclude the hopes of better management in case of again meeting the enemy. Indeed, if in Mr. Keppel's place there had been a man indifferent to me, one of whom I had not before formed a very high opinion, it is probably that my mind would have shaped a different course: probably my first judgment of the matter might have been the same harsh one as is conveyed by the charges against the admiral. But what apology can he make for the lateness of his accusation; he who had the charge of the fleet and the command in chief; he in whom the nation reposed its confidence, not only for the discharge of his own duty, but to see that those under him completely performed what they owed to the state? What apology can he make for first praising me by a public letter, and in equal degree with Sir Robert Harland, and afterwards accusing me for the same affair? Shall he be at liberty to retract his applause and to substitute accusation for it? Shall he be allowed to say that his heart dictated censure whilst his pen wrote praise? And shall mere silence restrain me from accusation, or be imputed to me as insincerity and inconsistency?

"As to the state of the proofs on the two trials I purposely avoid all comparison, because that would be entering into the merits of them, which I think would at this time be improper."

On the 1st of May Rear-admiral Arbuthnot sailed from Spithead with a squadron of ships of war, having under his convoy the trade bound to North America and Newfoundland, the whole consisting of near 300 sail. On his passage down channel, he fell in with the

vessel which had been sent express from Jersey to England with the account of the imminent danger that island was in, by an attack from the French. The admiral conceiving that the loss of this valuable island might reflect censure upon him, while he commanded a force in the channel, ordered the convoy to wait for him in Torbay, and proceeded to the relief of Jersey. In consequence of this delay, and a continuance of westerly winds, the convoy did not get clear of the channel before the end of June.

On the 13th of May Sir James Wallace, in his majesty's ship Experiment, of 50 guns, with two frigates, the Pallas, 36 guns, Thomas Spry, and the Unicorn, 20 guns, John Ford; and two armed brigs, the Cabot, 12 guns, Edmund Dodd, and the Fortune, 12 guns, pursued into Concale bay three French frigates, a cutter, and several small craft. Eager to place the Experiment close to a battery which was in the bay, and the pilots refusing to venture the ship so near in, Sir James Wallace took the risk upon himself, and boldly laid her on shore abreast of the battery, which he very soon silenced, and compelled the crews of the French frigates to abandon their ships; the armed boats of the squadron boarded, and brought off one of the frigates; the other two, with a cutter and several small vessels, were destroyed, viz.

TAKEN.

Ships.	Guns.	Men.
La Danæ.....	34 ..	250

BURNT.

La Valeur.....	26 ..	160
La Recluse	24 ..	130
La Dieppe, cutter,..	16 ..	80

On the 4th of June, the French fleet, under the command of M. D'Orvilliers, consisting of twenty-eight sail of the line, and several frigates, sailed from Brest to join the Spanish fleet at Cadiz.

On the 16th a proclamation was issued to commence hostilities against Spain, in consequence of the hostile manifesto presented to the British Court, by the Marquis D'Almadover, the Spanish ambassador.

On the same day Admiral Sir Charles Hardy sailed with the channel fleet from Spithead, to cruize in the bay.

On the 15th of August the combined fleets, consisting of sixty-six sail of the line, having, by some unaccountable event, escaped the notice of the British fleet, at this time cruizing in the Soundings, entered the channel, and paraded two or three days before Plymouth. Some French frigates anchored in Cawsand bay, and captured a few coasting vessels.

On the 16th of August, the Ardent, of 64 guns, commanded by Captain Philip Boteler, standing down channel, fell in with the enemy's fleet, and mistaking it for the British, was surrounded, and taken in sight of Plymouth.

Strong easterly winds which blew for several days, forced the enemy's fleet out of the channel, and also prevented Sir Charles Hardy from getting in. On the 31st of August the wind shifted to the westward, and the British fleet gained the entrance of the channel in sight of the combined fleets, without their being able to prevent it. The enemy followed, we cannot say pursued, our fleet until sun-set, when being a little to the eastward of Falmouth, they hauled to the south west, and stood out of the channel. Sir Charles Hardy proceeded

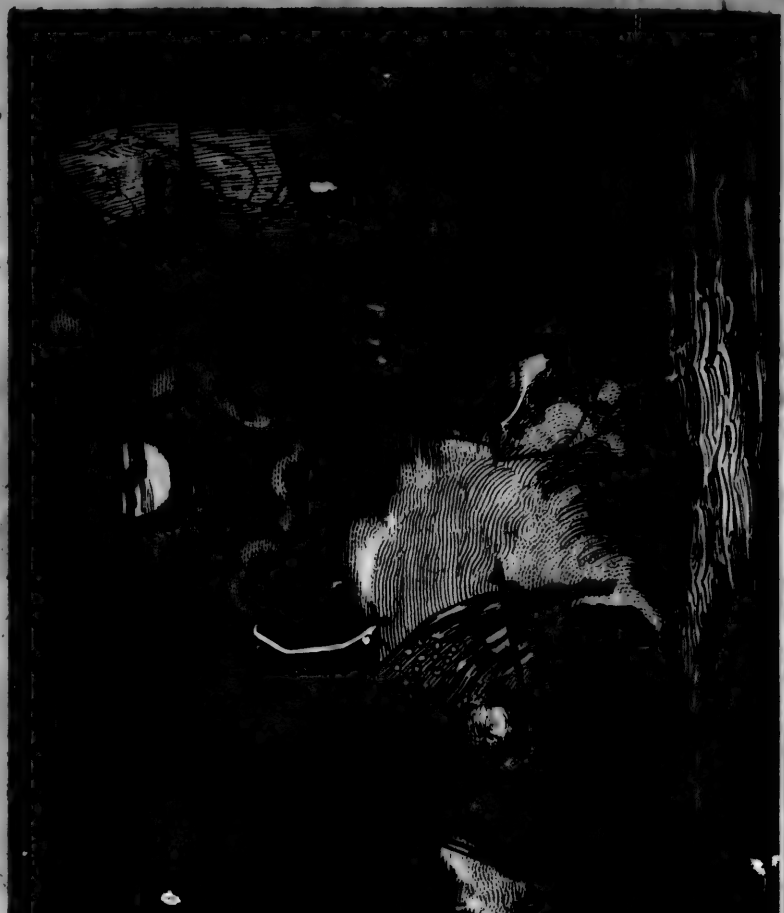
off the Edystone, where he anchored the fleet to wait the return of the flood tide; and the next morning anchored at Spithead.

On the 14th of September, his majesty's ship Pearl, of 32 guns, commanded by Captain George Montagu, being on a cruize off the Western Islands, at six in the morning discoverd a large ship in the N. W. which at half past nine being then six leagues of Corvo, he came up with, and brought to close action, which continued till half past eleven, when she struck, and proved to be the Santa Amonica Spanish frigate, of 32 guns, and 271 men, thirty-eight of whom were killed, and forty-five wounded. The Pearl had twelve killed, and nineteen wounded.

On the 23d of September, Captain Richard Pearson, of his majesty's ship Serapis, of 40 guns, and the Countess of Scarborough armed ship of 20 guns, commanded by Captain Piercy, being close in with Scarborough, with a large convoy; the bailiff of that corporation sent off to inform Captain Pearson that a flying squadron of the enemy's ships had been seen from thence the day before, standing to the southward. Upon receiving this intelligence, Captain Pearson instantly made the signal for the convoy to bear down under his lee; and although he repeated it, they still kept stretching out from under Flamborough head till between twelve and one, when the headmost ship of the convoy got sight of the enemy which were in chace of them; they then tacked and stood in shore, letting fly their top gallant sheets, and firing guns. Captain Pearson made sail to windward, to get between the enemy's ships and the convoy. At one o'clock they were seen from the Serapis's masthead; and at four were discovered from the deck to be

three large ships and a brig. The Countess of Scarborough being close in shore with the convoy, Captain Pearson made the signal for her to join him, and for the convoy to make the best of their way.

At half past five the Countess of Scarborough having joined, Captain Pearson tacked and laid the ships' heads in shore, for the better protection of his convoy. The enemy still bearing down, whose force he now perceived to be a two-decked ship, and two frigates. At about twenty minutes past seven, the largest ship brought to on the Serapis's larboard bow, within musket shot. Captain Pearson hailed to ask what ship it was, he was answered the Princess Royal; upon replying evasively to other questions, an action soon commenced, and after discharging two or three broadsides, the enemy backed his top sails, and dropped within pistol-shot on the Serapis's quarter, then filled again, and attempted to board her; but being repulsed, she sheered off: Captain Pearson, in order to get square with the enemy again, backed his topsails; which was no sooner observed by the enemy, then he filled, put his helm a-weather, and laid the Serapis athwart hawse, where she continued some little time, till the jib boom giving way, they dropped along side of each other head and stern, and so close that the muzzles of the guns touched each other's sides. In this position the action continued with great fury from half past eight till half past ten; during which time the Serapis was set on fire ten or twelve times, by combustibles thrown in upon her decks, and other parts of she ship; and it was with the greatest difficulty and exertion that at times the flames were extinguished. About half past nine, either from a hand grenade being thrown into one



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of the lower deck ports, or some other accident, a cartridge of powder was set on fire, the flames of which communicated from cartridge to cartridge all the way aft, and blew up the whole of the officers and people that were quartered abaft the main mast; this dreadful misfortune rendered all those guns useless the remainder of the action. At the same time the largest of the two frigates kept constantly sailing round, and raking the Serapis with so much effect, that almost every man on the quarter and main decks were killed or wounded. At ten the enemy called for quarter; but on Captain Pearson hailing to enquire if they had struck, and no answer being given, he ordered the boarders to board her; but the moment they were on board, a superior number of the enemy were discovered concealed with pikes in their hands, ready to receive them. Upon this the Serapis's crew retreated to their ship, and instantly flew to their guns; but the frigate again pouring a broadside into her stern with great effect, and the main mast falling at the same time, without being able to get a single gun to bear upon her, Captain Pearson was under the painful necessity of ordering the colours to be struck. He was immediately escorted with his first lieutenant, on board the ship alongside, which proved to be the Bon Homme Richard, of 40 guns, and 375 men, commanded by Captain Paul Jones. The frigate which also engaged the Serapis, was the Alliance, of 40 guns, and 300 men. Upon Captain Pearson going on board the Bon Homme Richard, he found her in the greatest distress; her quarters and counter were entirely drove in, the whole of her lower deck guns dismounted; she was also on fire in two places, with six or seven feet water in the hold, which kept in-

creasing upon them so much, that the next day they were obliged to quit her, and she sunk, with a great number of her wounded men on board. The loss she sustained was 306 killed and wounded. The Serapis 49 killed, and 68 wounded.

During this obstinate and bloody contest, Captain Piercy was gallantly and closely engaged with the Pallas, a French frigate of 32 guns, and 275 men, and the Vengeance brig, of 12 guns, and 70 men; but perceiving another frigate bearing down, he was obliged to surrender after bravely defending the king's ship for two hours. She had 4 men killed and 20 wounded. The enemy carried their prizes into the Texel. This squadron was fitted out and sailed from Port L'Orient in July, under the command of Paul Jones: they had on board 300 English prisoners, whom they had taken in different vessels during their cruize.

Upon Captain Pearson's return to England, His Majesty conferred on him the honour of knighthood. The Royal Exchange Assurance Company presented him with a piece of plate value 100l. and another of fifty to Captain Piercy. The corporation of Hull also presented them with the freedom of that town.

On the 6th of October, His Majesty's ship Quebec, of 32 guns, Captain George Farmer, in company with the Rambler cutter, Lieutenant George, being about fifteen leagues to the south-west of Ushant, at day-break discovered a large French frigate, La Surveillante, of 28 guns eighteen-pounders, and 12 six-pounders, and a cutter. At ten o'clock the frigates got close alongside each other, and began a most furious engagement, which continued for three hours and a half; both were totally dismasted and on board of each other; unfortunately

the Quebec by firing through her sails (which were lying over the side) took fire, and the ship was soon in flames, which in spite of every effort could not be extinguished; she continued to burn with unremitting fury till six in the evening, when she blew up with her colours flying; her brave commander, with most of his gallant officers and crew perished. It is said that Capt. Farmer was severely wounded, and was frequently solicited to quit his ship; but remained fixed in his resolution of sharing in the fate of his bold companions. We are told that he threw himself into the sea, but was so extremely weak from the loss of blood that he soon perished. The Rambler brought the French cutter to action at eleven o'clock, and continued closely engaged with her till near two, when the Frenchman set all his sail and bore away; the Rambler's rigging and sails were so much damaged that it was in vain to pursue, and at this moment seeing the disabled state of the two frigates, and that the Quebec was on fire, she hastened to her relief; but being at some distance to leeward, with little wind and a great swell, she was unable to render her any other assistance than that of sending her boat; which brought on board two midshipmen and fourteen seamen: a Russian vessel providentially passing the wreck, saved thirteen more of the crew.

Lieutenant George incautiously mentions in his letter as a reason for not endeavouring to save more of this unfortunate crew, that the enemy's frigate fired at his boat in passing from the Quebec to the cutter. This circumstance was soon after happily cleared up, much to the honour and humanity of a brave and generous enemy, who, while in the act of towing their ship out

of the reach of the flames, saved the lives of Mr. Reberts the first lieutenant, the second lieutenant of marines, the surgeon, and thirty-six of the crew. Lieut. George evidently mistook the guns of the Quebec, which went off as they became heated, for those of the enemy.

On the 22d of October, Admiral Sir Charles Hardy sailed from Spithead on a cruize with the channel fleet.

On the 11th of November, Captain Fairfax, in His Majesty's ship Tartar, of 28 guns, and 200 men, being on a cruize with the squadron under Commodore Johnstone, off Cape Finisterre, was directed to chace a sail; which he soon came up with, and after a short action she struck, and proved to be the Santa Margaritta, Spanish frigate, of 28 guns, and 277 men, commanded by Don Andre de Viana. The enemy had one man killed, and three wounded. The Tartar none.

On the 20th of November, His Majesty's ship Hussar, of 28 guns, commanded by Captain Elliot Salter, in company with the Chatham, of 50 guns, Captain William Allen, having under their convoy the trade from Lisbon, fell in with a large Spanish ship, which Captain Salter came up with the next morning, and after an action, which continued three quarters of an hour, struck, and proved to be the Nostra Senora del Buen Consegio register ship, pierced for 64 guns, mounting 26 twelve-pounders and 170 men, from Lima, bound to Cadiz; notwithstanding her having landed most of the treasure at Fyal, she proved a rich prize. The enemy had twenty-seven men killed, and eight wounded. The Hussar had four killed, and ten wounded.

The following privateers were also very fortunate in capturing three register ships;

In September the Amazon, of Liverpool, and the Ranger, of Bristol, after an obstinate engagement of two hours, captured the Santa Incas Spanish man of war, commanded by Don Radosso, from Manilla, bound to Cadiz; she was supposed to be the richest ship taken since the Manilla ship, by Lord Anson.

The Dart, of Dartmouth, mounting 14 guns and 60 men, took, without any resistance, the N. S. de Piedat Spanish ship, of 16 guns and 70 men. She had on board 142,117 silver dollars, 38,944 dollars in gold doubloons, thirty-five ingots of gold, and five ingots of silver, besides a great quantity of other valuable merchandize.

The Antigallican captured and carried into Lisbon a large Spanish ship from the Havannah, bound to Cadiz, valued at 200,000l.

On the 26th of December, Admiral Sir George Brydges Rodney sailed from Portsmouth, and was joined off Plymouth by eight sail of the line, two frigates and a cutter.

On the 29th, Captain Fielding, with a squadron under his command, put to sea from St. Helen's in quest of a Dutch convoy, which was expected to pass down the channel, bound to Brest with naval stores.

Large sums of money were subscribed this year in all the trading towns and cities in the kingdom for the manning the navy. The East-India Company came forward with the greatest liberality, offering a bounty for the raising of 6000 seamen, and built at their own expence for government three fine seventy-four gun ships, which they named the Ganges, Carnatic, and Bombay Castle.

An order was issued from the court of France to all its naval commanders, &c. not to molest or interrupt the British circumnavigators, Captains Cook and Clarke.

Rear-admiral Gambier having returned home from North America (of which we shall now speak), the command of His Majesty's squadron on that station devolved on Sir George Collier, who, in conjunction with General Sir Henry Clinton, planned an expedition to the Chesapeak, and a descent upon the coast of Virginia.

On the 4th of January, 1779, the town of Savannah capitulated, and the whole province of Georgia was reduced to obedience by Captain Hyde Parker and Colonel Campbell, who had been dispatched from New York on the 27th of November last, with a small squadron and a body of troops for this particular service. Sixteen sail of vessels of different descriptions were taken or destroyed.

The loss sustained by the British during the attack was: the navy, 1 killed, 5 wounded; the army, 2 captains, 5 rank and file killed; 1 lieutenant, 18 rank and file wounded.

In the beginning of May, Sir George Collier sailed from New York with a squadron of ships of war, and several transports having on board a body of troops under command of Major-general Mathew. The fleet having entered Hampton road, Sir George Collier shifted his pendant into a frigate, and proceeded up Elizabeth river with the smaller ships of war and transports, leaving the Raisonable and some armed tenders in Hampton road to block up that port. On the 10th of

May the troops were landed, and meeting with very little opposition, in less than a fortnight they destroyed the towns of Norfolk, Suffolk, Portsmouth, Gosport, and several others of lesser note, together with the magazines filled with provisions and stores for the American army. One hundred and thirty ships and vessels of various descriptions were also taken or destroyed; among the number were two large French ships loaded with 1000 hogsheads of tobacco. Some ships on the stocks were burnt, and a quantity of naval stores brought off with seventeen prizes. Towards the end of May the fleet and army returned to New York, having first demolished Fort Nelson, and burnt the store-houses and other buildings in the dock-yard at Gosport.

On the 30th of May, Sir George Collier sailed up the North river to co-operate with a detachment of troops under the command of Major-general Vaughan. The strong posts at Stoney Point, Fort La Fayette, and Varplanks, were taken from the enemy, and being put into a state of defence, Sir George Collier returned to New York; and soon after another expedition was undertaken to the coast of Connecticut, where the enemy had fitted out a great number of small privateers, which very much distressed the trade to and from New York; for this service 1000 troops were embarked under the command of Governor Tryon and Brigadier-general Garth.

On the 5th of July, Sir George Collier anchored with the squadron off Newhaven; the troops were immediately landed and possession taken of the town without much opposition; after destroying the fort, naval and military stores, the troops were re-embarked, and proceeded to Fairfield, Norwalk, and Greenfield,

meeting here with a greater resistance from the enemy than at the former place; these towns were totally destroyed, with a considerable number of ships, both finished and on the stocks; a still greater of whale boats and small craft, together with merchandize and stores to a large amount.

On the 13th of July, the fleet returned to New York. The loss sustained on this expedition did not exceed in killed and wounded 150 men.

About the middle of June, Colonel Macleane sailed from Halifax with 600 troops, escorted by three sloops of war, (the Albany of 14 guns, the North of 14 guns, and Nautilus, 16 guns,) to the river Penobscot, where on his arrival he established a strong post extremely well chosen for annoying the enemy. The Americans at Boston, greatly alarmed at this transaction, gave immediate orders for the equipment of an expedition to the Penobscot, the command of which was given to Commodore Saltenstall and General Lovell. This fleet consisting of thirty-seven sail, arrived in the river, July 27, and began to cannonade the sloops of war and battery, which was so ably returned, that the enemy, in their repeated attempts to land, were repulsed. On the third day they however succeeded, under cover of a most furious cannonade, which obliged the picquets to retire into the fort. The attack was now carried on with great spirit on both sides until the night of the 13th of August, when on a sudden the American fire ceased. At day-light, on the morning of the 14th, to the astonishment of the garrison, it was discovered that the enemy had abandoned their works, and re-embarked their troops and artillery. This mystery was soon cleared up by the appearance of Sir George Collier

with a squadron of ships of war entering the river; who immediately on receiving the intelligence of the attack at Penobscot sailed from Sandy Hook to its relief, August 3. Commodore Saltenstall at first drew up his squadron and made a shew of resistance; but on the approach of the British frigates, his resolution soon failed, and a most ignominious flight took place, which terminated in the capture and destruction of the whole American squadron, amounting to nineteen armed vessels and twenty-four transports, including two taken by the squadron on its passage.

Soon after Sir George Collier's return to New York, Vice-admiral Arbuthnot arrived from England, and took on him the command of the fleet.

On the 9th of September, the Count D'Estaing anchored with the French fleet, consisting of about forty sail, including transports, off the bar of Tybee, at the mouth of the river Savannah; this armament was intended for the reduction of Georgia.

The Experiment of 50 guns, commanded by Sir James Wallace, on her passage from New York to Savannah with supplies, had the misfortune to fall in with the French fleet; and after a most gallant defence, in sight of the whole fleet, was obliged to surrender to the superior force of the enemy. The Experiment, a few days before, had been dismasted in a heavy gale of wind which rendered flight impracticable.

His Majesty's ship Ariel, of 20 guns, Capt. Thomas Mackenzie, after a most desperate action with the Amazon of 36 guns, shared the same fate.

The French troops now formed a junction with those of America from Charlestown, under General Lincoln; and, Major-general Prevost, who commanded His Ma-

jesty's forces in the Province of Georgia, having received intelligence from Tybee, September 4, that five sail of French men of war, with some sloops and schooners, were off the bar; orders were sent to all the out-posts to hold themselves in readiness to join; and, as it were suspected that the enemy would push their frigates into Port Royal Bay and cut off the communication with Beaufort; an order was sent to the Hon. Captain Maitland, commanding there, forthwith to evacuate that place and cross to Hilton Head Island, from whence, if not stopped by a further order, he was to proceed to Savannah. The officer charged with this order, was taken by the Americans going through Skull Creek: however, as the French disappeared, Colonel Maitland was next day directed to remain. On the 6th, the French ships re-appeared with an addition of one, and from the Northward. On the 7th and 8th, the enemy's fleet encreased to forty-two sail, the greater part men of war. The next day there were fifty-four vessels off the bar: and a very superior force approaching the bar, the Fanny and Rose, of 20 guns each, and the Keppel and Germaine armed vessels, were obliged to retire towards town. Four large frigates came over the bar. On the 12th, several French and American vessels came over Ossiban bar. Vigorous preparations were now made for the defence of the place. Some masters of transports and a privateer with their men, made voluntarily offers of their services. Captain Watson, of the Tweed; Tate, of the Nancy; Higgins, of the Betsy; Mr. Manby a merchant of Jamaica; all had their posts assigned: the seamen on the batteries, the marines joined to the 6th grenadiers. On the 16th, the Count D'Estaing sent a most vaunting summons to

the garrison at Savannah, demanding its immediate surrender. General Prevost required twenty-four hours deliberation, which was granted. The enemy having been in possession of the ship channel, Colonel Maitland had been obliged to come round Dawfuskie and land on the marshes, dragging his boat empty through a cut, got into Savannah River above the enemy, and was thus enabled to join General Prevost; the officers, seamen, and marines, with the guns from the ships of war were landed, and the works put in the best possible state of defence. His Majesty's ships the Rose and Savannah were sunk on the bar at the entrance of the river, to prevent the approach of the enemy's ships. At the expiration of the time allotted, an answer was returned to the French commander, that the garrison were determined to defend themselves to the last man. Upon the signal gun being fired for the recommencement of hostilities, nothing could prevent the usual ardour of the British seamen from expressing their joy by three loud cheers from the batteries.

The siege was prosecuted with the greatest vigour; at length the enemy began to be considerably weakened and disheartened by repeated attacks, in all of which they were repulsed with great slaughter; the fleet and army became also extremely sickly, which much contributed to reduce their strength. On the 18th of October, upon the clearing up of a fog, it was discovered that the French and Americans had abandoned their camps the preceding night, and to prevent being overtaken in their retreat, had broken down all the bridges. The wreck of the French army was re-embarked, and on the 1st of November the Count D'Estaing departed with a part of his fleet for Europe, and sent the re-

mainder to the West Indies. The French army is said to have consisted of 4,800 regular troops, besides mulattoes and free negroes brought from the West Indies. The American army under General Lincoln to about 3000 men. The loss the French sustained on this expedition is computed at 1500 men.

Rear-admiral Edwards commanded His Majesty's squadron at Newfoundland, whose cruizers were very vigilant in protecting the fishery and trade from the depredations of the enemy's privateers.

On the 14th of July, Captain Samuel Reeve, of His Majesty's ship Surprize, of 28 guns, lying in St, John's harbour, received intelligence of an American privateer being off that port; he immediately slipped his cables, and went in pursuit of her; after a short chace she was captured, and proved to be the Wild Cat, from Boston, mounting 14 guns and 75 men. The preceding day she had taken the Egmont schooner, commanded by Lieutenant Gardiner, who with 20 of his men were on board the privateer.

On the 19th of October, Captain Reeve also captured on the banks of Newfoundland, the Jason and Monmouth American privateers, the first a ship of 20 nine-pounders, the last, a brig of 14 six-pounders, and 65 men.

His Majesty's ship Licorne, of 32 guns, commanded by the Honourable Captain Cadogan, took, after an action of half an hour, L'Audacieuse French privateer, of 24 six-pounders, and 194 men, twenty-two of whom were killed, and 17 wounded. On the same cruize Captain Cadogan took the General Sullivan American privateer, of 24 six-pounders, and 106 men.

We shall now revert to the West Indies, where Vice-admiral Byron arrived on the 6th of January, and joined Rear-admiral Barrington at St. Lucia with nine sail of the line.

On the 30th of January, His Majesty's sloop the Weazle of 14 guns, commanded by Captain Lewis Robinson, having dispatches on board from Admiral Barrington, fell in with, and was captured off St. Eustatia, by La Boudeuse French frigate of 36 guns.

On the 7th of March, Captain Vincent, in the Yarmouth, of 64 guns, being on a cruize off the island of Antigua, about five o'clock in the evening discovered and chased six sail: at nine Captain Vincent came up with the largest, which upon being hailed, hoisted American colours, and fired her broadside into the Yarmouth; she continued to engage for about twenty minutes, when on a sudden she blew up; being very near to the Yarmouth, a great part of the wreck fell on board her, which cut her rigging and sails to pieces, killed five men, and wounded twelve others. On the 12th Captain Vincent being in chace, saw a large piece of a wreck with four men on it, upon which he gave up the chace, and bore down to pick them up. They proved to be the only remaining part of the unfortunate crew of the ship which had blown up while engaging the Yarmouth. These poor wretches had subsisted on nothing but rain water, which they had caught in a piece of an old blanket. Captain Vincent learnt from them, that the ship was the Randolph American privateer, of 36 guns, and 305 men.

Towards the middle of June, a very considerable fleet of merchantmen having assembled at St. Christopher's from the different West India Islands, bound to

England, induced Vice-admiral Byron to consider it an object of the greatest importance that they should be safely conveyed clear of the islands; he therefore about the end of the month, sailed with his whole force. On his return to St. Lucia on the 1st of July, the admiral received intelligence that the island of St. Vincent had been taken by a small body of French, not exceeding 450, few of whom were regulars, headed by a lieutenant in the navy; also that the Count D'Estaing had availed himself of the absence of the British fleet, to attack the island of Grenada, which, after a very able and gallant defence made by its governor, Lord Macartney, was obliged to surrender at discretion. Admiral Byron immediately sailed, in hopes of being in time to relieve it.

On the 6th of July, in the morning at day-break, the enemy's fleet was discovered getting under sail from St. George's bay, and stretching out to sea; their force at this time not being accurately ascertained; and the admiral having been led to believe that it was not more than equal to his own; and from the manœuvres of the French admiral, which evidently displayed no desire for battle, and whose ships being all clean, and in general faster sailers than the English, gave him the advantage, should he be obliged to engage, in the mode of attack. Admiral Byron discovering the intention of the enemy, made the signal for a general chace, and for the ships to engage and to form as they could get up. As the enemy drew into a line of battle, their strength and superiority were plainly perceived, and the signal for chace being still kept abroad with that for a close engagement, a partial action commenced at about half past seven A. M. between Vice-admiral Barrington in

the Prince of Wales, supported by the Boyne, Sultan, Grafton, Cornwall, Lion, and Monmouth, with almost the whole of the French line, whose advantage in sailing made them elude every effort of the British commanders to bring on a general and decisive action. In this unequal conflict, the Grafton, Cornwall, Lion, and Monmouth, sustained the fire of the whole French line as they passed them on the opposite tack, and were dreadfully disabled. About twelve o'clock the action ceased, but was partially renewed at two, and continued at times a random firing until the evening; when the fleets had increased their distance about three miles. The Lion and Monmouth sustained so much damage, that they were little better than wrecks, and narrowly escaped being cut off by the enemy; the first bore away for Jamaica, where she safely arrived on the 20th; and the Monmouth was ordered to Antigua. At the close of the evening, Admiral Byron drew up his remaining nineteen ships in line of battle, in full expectation that the enemy, from their superiority would attack him the next morning; but D'Estaing, during the night, returned to Grenada, thinking it of much more consequence to preserve his new conquests, than to risk a second action. Admiral Byron proceeded with the fleet to St. Kitt's.

The loss sustained in this action amounted to 183 killed, and 346 wounded, of whom four officers were in each list. The French loss was prodigious; the lowest estimate states it at 2700, of which the slain amounted to 1200; so great a slaughter was attributed to the vast number of troops which were crouded on board the ships.

Soon after this action, Vice admiral Byron returned to England, and was succeeded in the command by Rear-admiral Hyde Parker.

On the 24th of October, Captain John Byron, of his Majesty's ship Proserpine, of 28 guns, and 200 men, being on a cruize off Martinico, fell in with, and after a short action, captured L'Alcmene French frigate, of 30 guns, and 220 men, commanded by M. de Bonneval. Captain Byron some time after retook the Sphinx.

On the 18th of December, about eight in the morning, the Preston being on the look-out between Martinico and St. Lucia, was observed to be standing over with the signal flying, for having discovered a fleet. Rear-admiral Parker, who was lying with the squadron in Gros Islet Bay, instantly put to sea, and stretched over to Fort Royal.

The fleet seen was soon discovered to be an enemy's convoy, which, on the appearance of the British squadron in chace was thrown into the greatest disorder. About four o'clock in the afternoon, nine or ten sail of them were run on shore on the coast of Martinico, and set on fire by the ships' boats. By this time the Boreas had brought a French frigate to action in Fort Royal bay, and most probably would have carried her, had not M. de la Motte slipped his cables with two other 74-gun ships, and bore down to her assistance. The French admiral, by this bold manœuvre, also saved a part of the convoy, but not without the risk of endangering himself, having stood so far out of the bay before he hauled his wind, as to admit of the Conqueror, which was the headmost and weathermost ship of the British squadron, fetching within gun-shot; and from weather-

ing considerably on each tack, produced a heavy cannonade as they approached and passed each other. Admiral Parker makes honorable mention of the resolute and intrepid conduct of Captain Griffith, in the following official but pathetic narrative:

"The ships ahead of the Princess Royal at this time, were the Conqueror, Albion, Elizabeth, Vigilant, and Centurion, but the Conqueror ahead and to windward of the rest. About five this ship got within distance of the French rear-admiral, who began the cannonade. The steadiness and coolness with which, on every tack, the Conqueror received the fire of those three ships, and returned his own, working his ship with as much exactness, as if he had been turning into Spithead; and, on every board, gaining considerably on the enemy, gave me infinite pleasure: towards sun-set the Albion had got well up to second the Conqueror, and the other ships were in action. The ships having got within the shoals, and within reach of the enemy's batteries, I called them off by the night signal, when it was with inexpressible concern I then heard that Captain Griffith was killed by the last broadside. The service cannot lose a better man, or better officer."

The Conqueror, exclusive of Captain Griffith, had three men killed, and eleven wounded. The convoy was from Marseilles, chiefly laden with provisions and merchandize. Eight sail were taken, viz.

Ships.	Guns.	Men.	Tons.
Le President	30	160	550
Le Bethun	30	160	550
Le Menagere	30	160	600
L'Hercule	30	160	550

Ships.	Guns.	Men.	Tons.
Le Marechal de Brisac	22	150	400
Le Juste	10	35	200
La Clerie	8	35	180
Le Jean Henerietta	2	30	160

The Le Managere was taken into the service, and named Albemarle.

August 30, Captain Charles Thompson, in his majesty's ship Boreas, of 28 guns, fell in with, and after a smart action, captured Le Compas French ship, armed en flute, mounting 20 guns, and 140 men. The Boreas had four men killed, and five wounded. The enemy's loss was considerable.

Rear-admiral Parker returned with his prizes to St. Lucia. On the 10th intelligence was brought him that three large ships had been seen from the Morne steering to the northward.

Rear-admiral Rowley was immediately detached in quest of them with four sail of the line, viz. the Suffolk, of 74 guns, the Magnificent, ditto, the Vengeance, ditto, and the Stirling Castle 64 guns. On the 21st he had the good fortune to get sight of the enemy's ships; which, after a chace of several hours, were all captured. They proved to be three large French frigates; La Fortunée, of 42 guns, and 247 men, commanded by M. Marigny; La Blanche, of 36 guns, and 212, M. Galissoniere; and the Ellis, of 28 guns, sixty-eight men, M. Fontenaux. These ships were added to the royal navy.

Vice-admiral Sir Peter Parker, who commanded his majesty's ships at Jamaica, having been informed that the bay men on the Musquitto, and bay of Honduras

shores, were in great danger of an attack from the Spaniards; and that they had absolutely landed at St. George's key, which place they had plundered, and treated the inhabitants with great cruelty; in order to protect this settlement from further insults, the admiral dispatched the Porcupine sloop of war, Captain John Pakenham, to co-operate with a small detachment of troops which were sent by the governor of Jamaica, under the command of Captain Dalrymple. About the same time the honorable Captain John Luttrell was detached with a small squadron, viz. the Charon, 44 guns, the Lowestoffe, 28 guns, the Pomona, ditto, and the Race-horse, 10 guns, to intercept some register ships, which however escaped, and took shelter under the protection of the strong fortress of St. Fernando de Omoa. It fortunately happened that Captain Luttrell fell in with the Porcupine sloop, and the detachment under Captain Dalrymple, returning, having performed the service upon which they had been sent, and entirely driven the Spaniards from that part of the coast.

It was now agreed between the sea and land commanders to unite their forces, and proceed immediately to the attack of Fort Omoa. On the 15th of October they arrived before the place, and landed the regular troops, baymen, and marines of the squadron, which together did not exceed 600 men. The Lowestoffe got aground, but got off, having been much damaged. A regular siege having been deemed impracticable from the strength of the fort, the vast train artillery which would be required, and the length of time, it was determined to escalade the fort, as the ditch was found to be dry. Accordingly the Europeans were formed in four columns in line; four men advanced with guides

at the head of each column; in each column followed eight men carrying the ladders, who were followed by a few hand-grenade men. Two columns consisted of seamen and two of marines, with a few loyal Irish. At three in the morning the disposition being made, they moved down the hill, and there lay waiting for the signal of the Charon, which was to denote she had got under weigh, and would attack in twenty minutes. The signal being made a little after four o'clock in the morning of the 20th, they advanced under the fire of their own batteries, and were encouraged by observing that the Spaniards did not perceive their march, by the direction of their shot over them, pointed at their batteries on the hills. The Pomona and fleet also attracted their notice, by their fire from the sea-side. By this fortunate co-operation in profound silence, arms trailed, and in order to animate the troops, the parole was changed to bayonette, and the countersign, Britons strike home. They advanced undiscovered under the Spanish centries, who were every two or three minutes passing the word Alerto. At the entrance into the ditch were two guns pointed from the flank of the bastion to scour it. They were perceived by the centries, whose drum beat to the alarm posts. The British columns were staggered, and kept back; but instantly recovering themselves, they advanced to the wall, in height twenty-eight feet, on which was a battery of five guns. They reared one ladder, a second and a third. The first ladder was broke by the flank guns of another bastion, killing a midshipman and badly wounding five men; the other two ladders were also damaged, but not broke. Two seamen got up first by one ladder, and obeyed their orders in not firing: they presented at sixty Spaniards drawn

up, but retained their fire until others ascended; and so great was the consternation of the enemy, that it seemed as if they had lost the power of their arms, although their officers were at their head encouraging them. The seamen scrambling up the ladders, down off the parapets they went, and being reinforced by marines and seamen, the Spaniards fled to the casements, but they could not recover their panic, notwithstanding every exertion of their officers. About 100 Spaniards escaped over the walls on the opposite side, and out of a sally-port. The governor and principal officers then came and delivered up their swords, the garrison and register ships, with the keys of the fort, wherein were found 250 quintals of quicksilver, and on board the ships about three millions of piastres. Captain Dalrymple, commander of the Loyal Irish Volunteers, in his letter to the Right Honorable Lord George Germaine, mentions the following instance of an elevated mind in a British tar, which amazed the Spaniards, and gave them a very high idea of English valor. "Not contented with one cutlass, he had scrambled up the walls with two; and meeting a Spanish officer without arms, who had been roused out of his sleep, had the generosity not to take any advantage, but presenting him one of his cutlasses, told him, 'You are now on a footing with me.' Upon this circumstance being mentioned to Sir Peter Parker, at the return of the squadron, he appointed this intrepid fellow to be boatswain of a sloop of war. A few years after, either in a fit of madness, or intoxication, he forgot his situation, and struck the lieutenant of the Ferret sloop of war, for which he was tried by a court-martial, condemned to suffer death, and was executed.

His Majesty' ship Ruby, of 64 guns, Captain Everitt, the Æolus, of 32 guns, and Jamaica, of 14 guns, being on a cruize off the island of Gonave, fell in with, and took, after a short chace and running fight, La Prudente French frigate of 36 guns, commanded by the Viscount D'Escar. Captain Everitt was killed by a random shot. La Prudente was added to the navy.

On the 12th of December, Captain Charles Inglis, of His Majesty's ship Salisbury, of 50 guns, being on a cruize off Port de Sall, in the bay of Honduras, fell in with, and after a spirited action, captured the San Carlos, Spanish private ship of war, mounting 50 guns, and 397 men, commanded by Don Juan Antonio Zavelleta, from Cadiz, bound to Fort Omoa; she was laden with brass cannon, shot, 5000 stand of arms, and other military stores. The Salisbury had four men killed; Mr. Miller, the master, and thirteen men wounded, five of whom died of their wounds.

His Majesty's ship Glasgow, of 20 guns, Captain Lloyd, while at anchor on the north side of the island, was set on fire by the carelessness of the ship's steward drawing off rum in the spirit room. She was entirely consumed: fortunately the crew were saved.

On the 2d of January, 1780, the squadron, under Captain Charles Fielding, which had been sent to intercept a Dutch convoy, fell in with it a little to the westward of the Isle of Wight, escorted by two sail of the line and two frigates, commanded by Admiral Count Byland. Captain Fielding desired that he might be allowed to examine the merchant vessels, which the Dutch admiral persisted in refusing, and fired at the boats which had been sent on board: to resent this insult Captain Fielding ordered a shot to be directed

ahead of the admiral, who instantly discharged a broadside into the Namur, and upon her returning it struck his colours. Seven of the merchant vessels laden with naval stores were detained; and Count Byland given to understand that he was at liberty to hoist his colours and prosecute his voyage with the remainder of his convoy. The Dutch admiral accepted the former and saluted the British flag, but declined proceeding on without the whole of his charge, and sailed into Spithead.

From the remarkable darkness of this night, (Jan. 2,) many of the transports with stores escaped and got safe into Brest.

On the 11th of January, Sir George Brydges Rodney, on his passage to relieve Gibraltar, fell in with, and after a chace of a few hours, captured the whole of a Spanish convoy from St. Sebastian, bound to Cadiz, laden with naval stores, provisions, &c. under the escort of seven ships and vessels of war belonging to the Royal Caraccas company. The following were the Spanish ships and vessels of war which were taken:

Ships.	Guns.	Men.
Guipuscaio	64	550
San Carlos	32	200
San Rafel	30	155
Santa Teresa	28	150
San Bruno	26	140
San Fermia	16	60
San Vincente	10	40
Total	206	1295

Sir George Rodney commissioned the Spanish 64 gun ship, and named her the Prince William, in compliment to his Royal Highness Prince William Henry, in whose presence she was taken. This fortunate officer, on the 16th, being about four leagues from Cape St. Vincent, discovered the Spanish fleet under the command of Don Juan de Langara; the particulars of which we shall give in his own words:

"At one, P. M. the Cape then bearing North four leagues, the Bedford made a signal for seeing a fleet in the S. E. quarter: I immediately made a signal for the line of battle a-breast, and bore down upon them; but before that could be well effected I perceived the enemy were endeavouring to form a line of battle a-head upon the starboard tack; and as the day was far advanced, being unwilling to delay the action; at two P. M. I hauled down the signal for the line of battle a-breast, and made that for a general chace; the ships to engage as they came up by rotation and take the leegage in order to prevent the enemy's retreat into their own ports.

"At four P. M. perceiving the headmost ships very near the enemy, I made the general signal to engage and close. In a few minutes the four headmost ships began the action, which was returned with great briskness by the enemy. At forty minutes past four, one of the enemy's line of battle ships blew up with a dreadful explosion, and every person perished. At six P. M. one of the Spanish ships struck. The action and pursuit continued with a constant fire till two o'clock in the morning, at which time the Monarca, the headmost of all the enemy's ships having struck to the Sandwich,

after receiving one broadside, and all firing having ceased I made the signal to bring to."

The fruits of this victory were the Phœnix, of 80 guns, the flag ship of Admiral Juan de Langara; the Monarca, Princess, and Diligente, of 70 guns each, captured; and the St. Domingo, of the same force, blown up in the action. The St. Julian and St. Eugenio of 70 guns, also surrendered, an officer with some men were put on board one of them; but these ships were afterwards driven on shore by the violence of the wind, and the latter, if not both, totally lost.

The loss of the British fleet sustained in this action was thirty-two killed, and 102 wounded. Lieutenant Strachan of the marines was among the former. Lieutenants Forbes and Forrest were in the list of wounded; the latter died of his wounds, by which the service lost a promising young officer. He was a son of the gallant Commodore Arthur Forrest.

The Phœnix, Don Juan de Langara's ship, was taken possession of by the Bienfaisant; but the small-pox being on board that ship, Captain Macbride, actuated by principles of humanity, was unwilling to risk the infection being spread amongst the prisoners. The following is the official account of this transaction:

"In consequence of the signal for the general chace, on the evening of the 16th, about four o'clock we got within reach of the stern-chace guns of the enemy, which they plyed as we advanced, but to little effect. At a quarter before five, being then about half a cable distant from one of them, she began to fire her quarter guns upon her bow. By some accident she took fire and blew up. Had this awful event took place a few minutes later we must have shared her fate; it was im-

possible to avoid the wreck, great part falling athwart us; but we passed through it without any damage. Many small pieces fell on board, which wounded three men. The sails and rigging being wet with the rain, and at the instant a shower coming on, prevented the fiery matter that hung upon them taking effect: the sea was so agitated that it filled the decks with water. As the ship sailed into the Chaos at the rate of nine knots an hour, it was impossible to distinguish if any of the unfortunate people were upon the wreck. The aforementioned ship was the St. Domingo, of 70 guns, and 600 men. We continued the pursuit, and between eight and nine came up with one of the enemy's ships that had been engaged with the Defence. Found her mizen-mast gone, and fire slack. Upon receiving two or three fires from us, the main-top-mast went over the side. Our mizen-top-mast being shot away, and rigging out, the ship fell off and passed her: we got round again, and closed her as soon as possible. As we advanced to her in a position in which we might have been much annoyed, we were surprised at receiving no fire. We kept ours, and hailed her. Our heads being different ways, passed each other before we could get any reply. When we got round to her again, and hailed her, we were answered, that the admiral did not intend to fight any more. We ordered them to haul down their ensign, and that we should send a boat on board, which was done: it returned with Don Francisco Melgarys, her captain, from whom we found it was the Phœnix, of 80 guns, and 700 men. Don Juan de Langara, the commander-in-chief, having his flag on board, was wounded. What has been their real loss we have not yet been able to learn. During the night

the weather grew worse: when day broke, the condition of so large a ship a perfect wreck, no other ship in sight, and a gale of wind, Captain Macbride felt himself in a very interesting situation; with great risk he got about 103 men on board. The gale encreasing, he was obliged to lay-to for the ensuing day and night. In the morning it moderated so that boats could pass; but having the small-pox on board of the Bienfaisant, and near 700 prisoners on board the Phœnix, he was unwilling to introduce the infection among them, which induced him to make the proposal which is enclosed, to Admiral Langara: it was accepted with thanks, and executed with the utmost delicacy. Their conduct convinced Mr. Macbride that his ideas of the honour of the Spanish officers were well-founded, for, after the matter was settled, they assisted in refitting and navigating the ship to Gibraltar Bay."

"*Bienfaisant, at Sea, Jan.* 18, 1780.

"The small-pox being on board His Majesty's ship Bienfaisant, of a malignant kind, the feelings of a British officer cannot allow him to introduce an infection even amongst his enemies. From this consideration, and the very gallant defence made by Admiral Langara, and his officers, Captain Macbride consents, that neither officers nor men shall be removed from the Phœnix, taken by His Britannic Majesty's ships, Defence and Bienfaisant, Admiral Langara being responsible for the conduct of his officers and men: and, in case that we fall in with any Spanish or French ships of war, he will not suffer Lieutenant Thomas Louis, his officer, to be interrupted in conducting and defending the ship to the last

extremity, agreeable to his orders: and, if meeting with superior force, the ship should be re-taken, and the Bienfaisant fight her way clear, Admiral Don Juan de Langara, his officers and men, are to hold themselves prisoners of war to Captain Macbride, upon their parole of honour (which he is confident with Spanish officers is ever sacred). Likewise, if the Bienfaisant should be taken, and the Phœnix escape, the Admiral Don Juan de Langara, his officers, &c. will no longer be prisoners, but freed immediately. In short, they are to follow the fate of the Bienfaisant.

(Signed,)

"JOHN MACBRIDE,

"JUAN IG. DE LANGARA."

The thanks of both houses of parliament were unanimously voted to Sir George Rodney for this great and important service, and the freedom of the cities of London and Edinburgh were voted to be presented to him in gold boxes, valued at 100 guineas each.

On the 27th Sir George Rodney arrived with his prizes in Gibraltar Bay, and immediately dispatched the fleet of victuallers and store-ships for Minorca, under convoy of the copper-bottomed ships of the line, viz.

Ships.	Guns.	Commanders.
Marlborough	74	Taylor Penny.
Defence	74	Wm. Cranston.
Invincible	74	C. Saxton.

On the 18th of February, Sir George Rodney entered the gut, but the violence of the wind, added to the strength of the current, prevented the Sandwich and many other ships from getting to an anchor in Gibraltar Bay, till the 27th. Having watered and refitted the fleet, Sir George quitted the bay, February 13. After passing the Straits, he proceeded to the West Indies with a part of the fleet, directing the remainder to proceed to England with the Spanish prizes under Rear-admiral Digby, who, on the 23d, discovered and gave chace to a French convoy, consisting of thirteen sail, escorted by two sail of the line, two ships armed en flute, and a frigate. The weather being extremely boisterous and a dark night coming on, only three of the convoy, and one ship of the line, after a short resistance, were taken. They were from Brest, bound to Mauritius, laden chiefly with naval and military stores.

The 26th of February is remarkable for the extraordinary measures pursued by the Northern Powers of Europe; the court of Russia issued a manifesto, by which it dictated a new code of maritime laws, and struck at the sovereignty and pre-eminence on the ocean which had been so long claimed and maintained by this country. Russia, joined by Denmark and Sweden, composed that formal naval confederacy, called the armed neutrality. Portugal was invited to the union, but declined acceding to it.

On the 9th of March, the court-martial, which had assembled on board His Majesty's ship the Victory in Portsmouth harbour for the trial of Captain Philip Boteler, for the loss of His Majesty's ship Ardent, passed the following sentence, viz.

"That it appears that Captain Philip Boteler did not do the utmost to prevent the king's ship falling into the enemy's hands; and that therefore he ought to be dismissed from His Majesty's service."

The officers of the Ardent were all honourably acquitted.

On the 13th of March, His Majesty's ships the Alexander and Courageux, of 74 guns each, commanded by Lord Longford and Lord Mulgrave, being on a cruize to the westward of Scilly, fell in with, and after a chace of eighteen hours, captured Le Monsieur French privateer, mounting 40 guns, twelve and six-pounders, and 362 men, commanded by M. Jean de Boeket, fitted out from L'Orient; being a fine new frigate, she was taken into the service by the same name.

On the 8th of April, Commodore Walsingham sailed from Portsmouth with a large convoy bound to the West Indies, viz. Thunderer, 74, Hon. B. Walsingham, Commodore, Captain Nichols; Berwick, 74 guns, Hon. Keith Stewart; Torbay, ditto, Captain L. Gideon; and Egmont, ditto, Captain C. Allen.

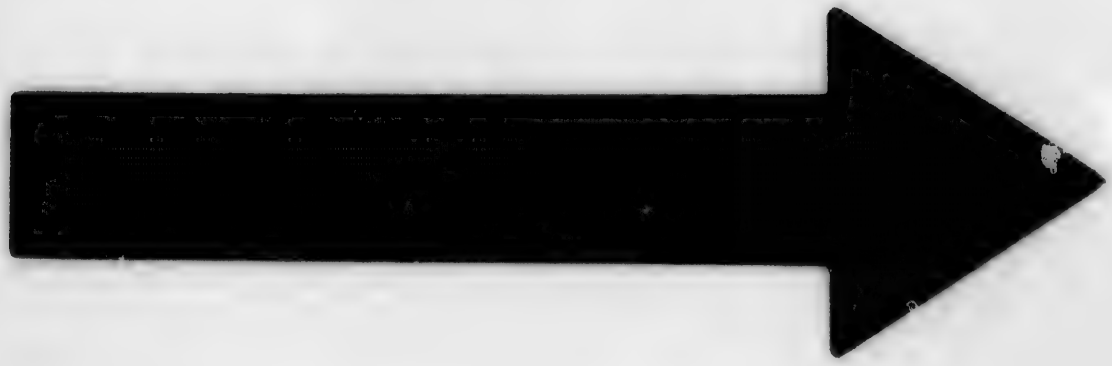
On the 8th of April, the Spanish fleet, under the command of Don Joseph Solano, consisting of twelve sail of the line, several frigates, and eighty-three transports, having on board 11,460 troops, sailed from Cadiz for the West Indies. Soon after the departure of this fleet, His Majesty's ship the Cerberus, of 28 guns, Captain Robert Mann, being on a cruize, fell in with it; that vigilant and active officer continued to follow it for several days; at length being convinced of its destination, he quitted his station, and proceeded with the utmost dispatch to give the earliest intelligence to Sir

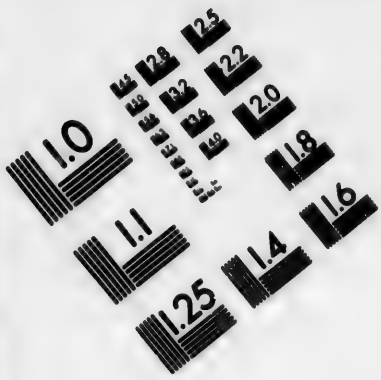
George Rodney, whom he fortunately found at anchor in Carlisle Bay, Barbadoes.

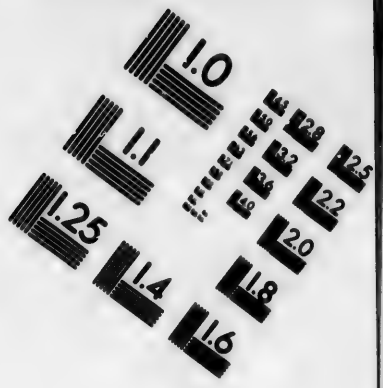
On the 17th of May, Rear-admiral Graves sailed from Plymouth with a squadron, bound to North America, consisting of eight men of war, from ninety-eight to twenty-four guns.

In June, Admiral Geary, who on the death of Sir Charles Hardy, May 19, succeeded to the command of the channel fleet, sailed from Spithead with twenty-three sail of the line, and was joined at sea by some others, to cruize in the soundings. The fleet consisted of twenty-four ships of the line, with a proportionate number of frigates, fireships, and smaller vessels.

The principal and first object this armament was intended to effect, being to prevent the junction of the fleet of Spain expected from Cadiz, Ferrol, and Carthagena, with the French ships that were fit for sea, in the ports of Brest, Rochfort and L'Orient, Admiral Geary immediately proceeded off Brest. Nothing material occurred till the 3d of July, when the Monarch being ahead of the fleet on the look-out, made a signal at ten o'clock in the morning, for discovering a fleet consisting of twenty sail: these were immediately concluded to be the enemy of whom they were in search, and the utmost alacrity was used in endeavouring to get up with them. The chace continued the whole day, and at five o'clock in the afternoon the headmost ships came up with the sternmost of the fugitives, which were now discovered to be nothing more than a convoy from Port au Prince, under the protection of a single ship of 50 guns. The chace was continued by the pursuers, who did not bring to for the purpose of securing the ships they passed, leaving that duty to some others of the







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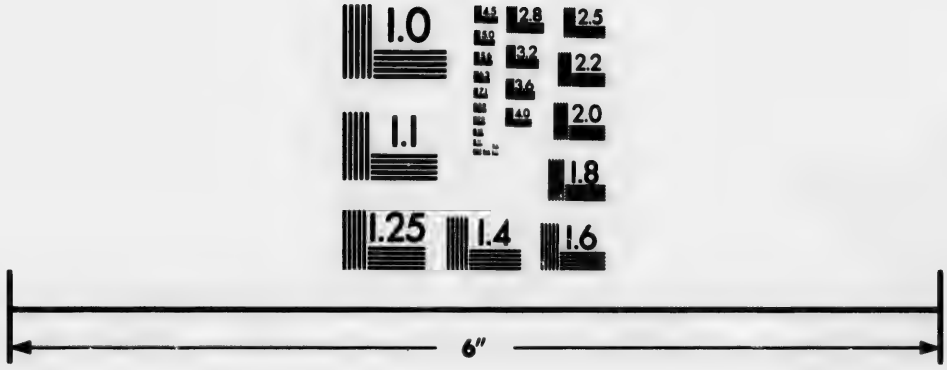

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fleet who were still astern. Unfortunately a very thick fog came on about seven o'clock and proved the preservation of nearly half the enemy's convoy and nothing but this accident could have prevented the whole of them from falling into the hands of the British fleet. Twelve sail however were captured, viz.

Voyageur, valued at	£.15,900
Compte D'Argout	14,500
L'Hazard	10,500
Compte D'Estaing	9,000
Cosmopolite	5,700
Courier	5,500
L'Aurore	5,500
Solitaire	5,000
Marie Therese	5,000
St. Bartholomew	6,900
Eleonore	4,700
Jeune François	2,800
Which with the Compte de Halwied	17,000
La Marguerite	18,003
Made in the whole	£.126,000

At the same time His Majesty's ships La Prudente, of 36 guns, and 280 men, commanded by the Hon. Captain Waldegrave, and Le Licorne, of 32 guns, and 220 men, commanded by the Hon. Captain Cadogan, being on a cruize off Cape Ortegal, discovered, on the clearing up of a fog, a large ship bearing down upon them; but on the frigates chacing, hauled her wind, when she was clearly made out to be an enemy. Light

winds and calms prevented La Prudente getting alongside of her until half past eleven at night, when a most severe action commenced within pistol-shot, and was continued with great spirit and bravery by the French commander, who was frequently engaged with both frigates until half past four in the morning, when she was obliged to strike, and proved to be La Capricieuse French frigate, quite new, from L'Orient only eight days, pierced for 44 guns, but only 32 mounted, and 308 men, commanded by M. de Rensonne, who, with M. de Fontaine, the second captain, was killed; above 100 of the crew were also killed and wounded. Upon taking possession of her, she was found in so disabled a state, having six feet water in the hold, her main-mast and fore-top-mast shot away, the other masts in great danger of falling overboard, and the hull so much damaged, that upon the report of a survey held by the carpenters of the Prudente and Licorne, Captain Waldegrave ordered her to be burnt.

La Prudente had four midshipmen and thirteen men killed. Mr. Ellison, first lieutenant, lost his arm; one midshipman, and twenty-six men wounded.

La Licorne had three men killed, and seven wounded.

On the 19th of July, the combined fleets sailed from Cadiz; that of Spain, consisting of twenty-two sail of the line, under Admiral Don Lewis de Cordova; the French nine sail of the line, six frigates, and four corvettes, under M. de Beausset.

On the 14th of July, Sir James Wallace, in His Majesty's ship Nonsuch, of 64 guns, being on a cruize, discovered, and gave chace to a French convoy; the whole escaped into the Loire, excepting one frigate, La Lazere, which was driven on shore, and destroyed;

she was pierced for 36 guns, but had only 12 mounted. Two other French frigates were in company, La Bellone and L'Etourdie, of the same force, which got off with the convoy. While the boats of the Nonsuch were destroying the above frigate, three more sail were discovered in the offing, making signals to each other. Sir James Wallace instantly gave chace, and about midnight came up with one of them; which, after a gallant defence of two hours, struck and proved to be La Belle Poule French frigate, of 32 guns, and 275 men, commanded by Le Chevalier Kergariou, who, with twenty-four of his crew, were killed; most of the remaining officers, and 50 men wounded. The Nonsuch had three men killed and ten wounded. The frigates in company were L'Amiable of 32 guns, and Le Rosignolle of 20. La Belle Poule was taken into the service by the same name.

On the 9th of August, the East and West India convoy, on its passage out, under the escort of one ship of the line and two frigates, viz. Ramillies, of 74 guns, Captain John Moutray; Southampton, of 32 guns, Captain William Garnier; and Thetis, ditto, Captain Robert Linzee; were intercepted by the combined fleets; above sixty sail were taken, and carried in great triumph into Cadiz. Among the number which fell into the enemy's hands on this unfortunate occasion, were five East India ships, and eighteen victuallers and other store-ships. The number of prisoners, including passengers, amounted to 2865.

On the 10th of August, His Majesty's ship Flora, of 36 guns, and 280 men, commanded by Captain William Pere Williams, about four in the afternoon, standing in under Ushant in quest of the fleet, with the wind at

E. N. E. discovered, through the haze, a large ship and cutter, lying to about four miles to leeward. Captain Williams immediately made sail, and edged towards them; which was no sooner perceived by the stranger, than she wore, hauled to the wind, and backed her mizen-top-sail to wait the Flora's approach; the cutter working off and on. At ten minutes past five the frigates were within two cables length of each other, and began the engagement, which continued with great bravery for an hour, gradually closing; at this time the Flora's wheel being shot away, her standing and running rigging cut to pieces, she fell on board of the enemy, and engaged in this position fifteen minutes, when the enemy deserted their great guns, and attempted to board her, but were repulsed with considerable loss. The Flora's people boarded her in return sword in hand, drove them from their quarters, struck the colours and took possession of the ship, which proved to be La Nymphe, a very fine French frigate, only four years old, and coppered. She mounted 32 guns, though pierced for 40, and 291 men, commanded by the Chevalier de Romain, who died of the wounds he had received in the action the same evening. She had sixty-three killed, including the first and second captains, the lieutenant and three inferior officers; seventy-three wounded; among the number were the second lieut. two officers of marines, and seven other inferior officers; in the whole making 136 killed and wounded. The loss the Flora sustained was nine killed, and twenty-seven wounded. La Nymphe was purchased by government, and added to the royal navy by the same name.

On the 12th of August, Captain John Macbride, in His Majesty's ship Bienfaisant, of 64 guns, having under his command three frigates, sailed from Cork with a large convoy; but the whole of them not being able to get out of the harbour on that day, he directed the Licorne, of 32 guns, Hon. Captain Thomas Cadogan, and Hussar, of 28 guns, Captain C. M. Pole, to remain off the entrance to hasten the rest; whilst he, with the Charon, of 44 guns, Capt. J. Simmonds, remained in the Offing with those already out. At day-light on the morning of the 12th, he found himself driven down as far as the old head of Kinsale, and observed a large ship in chace of some of the convoy; Captain Macbride, in his turn, gave chace, in company with the Charon. At half past A. M. he got within pistol-shot of the chace, which had hoisted English colours; but on Captain Macbride's hailing, she hauled them down and hoisted French, beginning to engage with musketry. A smart action was now commenced, and continued an hour and ten minutes, when she struck, having twenty-one men killed, and thirty-five wounded, with her rigging and sails cut to pieces. She proved to be Le Comte D'Artois private ship of war, mounting 64 guns, and 644 men, commanded by the Chevalier Clonard, who was slightly wounded. Two of his brothers, colonels in the Irish Legion, of that name, were on board. Lieutenant Parry, and some of the Monarch's people, which had been put on board a prize, were also retaken. The Bienfaisant had three men killed, and twenty wounded. The Charon one man wounded.

The official account given by Captain Macbride of his success on this occasion, was as follows, and which occasioned much mirth at the time.

"At ten o'clock yesterday morning saw them: they stood for us with much confidence. About two o'clock I brought them both to action, but paid attention only to the one on our quarter till we had effectually winged her: then pushed forward, and closed the other, which was engaged on our bow. In about thirty minutes she struck: we sent a boat on board to take possession, and wore round after the other, who was making off, but who also struck on our coming up. They proved to be the Hercules and Mars, two privateers belonging to Amsterdam, mounting twenty-four nine-pounders, and ten cohorns each: are perfectly new, and alike: sail as fast as the Artois, and are the compleatest privateers I ever saw: they cost upwards of 20,000l. commanded by two Hogenboomes, father and son, inhabitants of Flushing.

"The father was well known last war by the nickname of John Hardapple: he had a schoote privateer, with a French commission, out of Flushing, and did much mischief to our trade: he was sent for on purpose to command these privateers. They sailed from the Texel on the 30th of November, and had only taken one of our fishing-smacks.

"The Hercules had 164 men on board: thirteen were killed and twenty wounded. The Mars had 146 men: nine were killed and fifteen wounded. We had one man killed and six wounded."

Admiral Geary having 2,500 sick men on board the channel fleet, thought it prudent to return to Spithead, where he arrived August 18. Having been soon after taken ill, he resigned his command. It was offered to Vice-admiral Barrington, who had been his second, but that brave and excellent officer thought proper to de-

cline accepting of it. Vice-admiral Darby, who stood next in command, was therefore appointed.

On the 28th Rear-admiral Digby sailed from Spithead on a cruize with twelve sail of the line, and two frigates; and on the 11th of September Vice-admiral Darby followed with the remainder of the fleet.

On the 30th of October, the combined fleets of France and Spain sailed from Cadiz; soon after they met with very tempestuous weather, in which several of their ships received considerable damage, and were obliged to return into port. On the 7th of November, the French fleet again put to sea, and reached Brest without molestation.

On the 15th of November, the Magnificent, of 74 guns, Captain John Elphinstone; the Conqueror, of 74, Captain Dickson; the Elizabeth, of 74, Captain Maitland; the Berwick, of 74, the Honourable Capt. Stewart; and the Lion, of 64, the Honourable Captain Cornwallis, arrived at Spithead in a most crippled condition, having suffered considerable damage in several heavy gales of wind on their passage with the convoy from Jamaica.

On the 2d of December, Rear-admiral Sir Samuel Hood sailed from Spithead with a squadron of ships of war, having under his convoy the trade bound to the West Indies; not long after the fleet was overtaken by a violent gale of wind, which scattered the convoy, and disabled both ships of war and merchantmen. The Monarch, of 70 guns, Captain J. Gell, was entirely dismasted, and obliged to return to England.

About the middle of December, Vice-admiral Darby returned with the fleet to Spithead, without any particular occurrence having taken place during his cruize.

In December His Majesty's ship Bellona, of 74 guns, commanded by Captain Richard Onslow, fell in with, and after an action, which continued half an hour, captured the Princess Caroline Dutch ship of war, mounting 54 guns, and 300 men, four of whom were killed, and twelve wounded. She was from Amsterdam bound to Lisbon. Captain Onslow carried his prize into the Downs.

The Isis, of 50 guns, commanded by Captain Evelyn Sutton, on her passage from the Nore to Spithead, fell in with the Rotterdam Dutch ship of war, of 50 guns; when, after a short action, both ships mutually sheered off, and pursued their respective courses.

On the 20th, a manifesto and declaration of war against Holland were issued at St. James's.

We shall now take into consideration the affairs of the Mediterranean and coast of Portugal.

In the night between the 6th and 7th of June, the Spaniards made an attempt to destroy the ships of war in Gibraltar Bay, and some ordnance transports which were lying in the New Mole. For the accomplishment of this enterprize, seven fire-ships were sent from Algesiraz, covered by a croud of armed gallies and row-boats, supported by a small squadron under Don Barcello, which cruized across the entrance of the bay, to embolden the attack, as well as to intercept any vessels that might attempt to escape. The darkness of the night was favourable to the enterprise; and might have proved successful, had not the Spaniards injudiciously set fire to their ships at too great a distance. The bursting out of the approaching flames alarmed the British commanders, who, till then, were ignorant of the danger, and had time to prepare for the reception

of those dreadful instruments of destruction. The boats of the ships were instantly manned, and rowed up to the fire-ships, which they grappled with the greatest intrepidity, amidst the bursting of shells and a heavy cannonade, towing them clear of the ships of war, and they drove on shore in different parts of the bay, where they were entirely consumed. Soon after, two more fire-ships, still larger than the former, were observed bearing down on the Panther; but so furious a cannonade was discharged at them, that the Spaniards were obliged to set them on fire, and abandon them to the fate of their companions. At day-light in the morning, Don Barcello had the mortification of beholding the failure of his hoped-for expedition, and returned to Algesiraz.

The Achilles cutter privateer, commanded by Mr. William Gawkins, off the rock of Lisbon, engaged most gallantly L'Eulalie, a large French letter of marque from Bourdeaux, bound to Port-au-Prince, mounting 30 guns, nine and six-pounders, with 100 men; the action continued at intervals from two o'clock in the afternoon on the 14th of June, till half-past three P. M. the following day, when the Æolus frigate hove in sight, and coming up, obliged the enemy to strike, with the loss of her captain, first lieutenant, and several men killed and wounded. The privateer had one man killed, and eight wounded.

On the 1st of July, His Majesty's ship Romney, of 50 guns, and 300 men, commanded by Captain Roddam Home, being on a cruize off the rock of Lisbon, fell in with, and after a short, but smart running fight, captured L'Artois French frigate, of 40 guns, and 474 men, commanded by M. de Febre. She had twenty

killed, and forty wounded. The Romney had three men killed and wounded. L'Artois was taken into the royal navy by the same name.

On the 6th, the Romney also took La Pearle French corvette, of 18 guns, and 138 men, commanded by Le Chevalier de Briagnon.

Captain Edward Moore, commander of the Fame privateer, of Dublin, mounting 22 six-pounders on the main-deck, four four-pounders on the quarter-deck, and 108 men, having sailed from Mahon on the 20th of August, received advice that five French letters of marque had sailed from Marseilles, bound to the West Indies. Captain Moore, whose spirited conduct deserves the highest praise, immediately went in quest of them. On the morning of the 25th, they were discovered near the coast of Spain, but at so great a distance, and the day being far spent, that Captain Moore judged it best not to chace, but to get betwixt them and the land during the night, in which he had the good fortune to succeed. The next morning at day-light, he found himself off Cape de Gatt, and about two leagues from the enemy, who was formed in a close line of battle to receive him. At half past six A. M. the Fame got within gun shot, when they hoisted French colours and discharged their broadsides. Captain Moore with the greatest coolness continued to bear down upon them notwithstanding a heavy fire from the enemy, reserving his until within pistol-shot of the largest, which struck, after an engagement of three quarters of an hour; without stopping to take possession of her, Captain Moore proceeded to engage the second, which struck also after a short resistance; on board of this vessel he sent an officer and seven men with orders to stay by the first,

while he should pursue the other three, which were making sail to get off. After a short chace he came up with two of them which surrendered, the other escaped. His prizes proved to be Les deux Freres, pierced for 20 guns, mounting 14 six-pounders and 55 men; L'Univers, pierced for 18, mounting 12 four-pounders, and 41 men; the Zephir, (formerly a sloop of war in His Majesty's service) pierced for 14, mounting 10 three-pounders, and 32 men; and the Nancy, a pink of 2 six-pounders, and 18 men. Captain Moore carried his prizes into Algiers.

In September, the Revenge privateer of 20 guns, and 100 men, captured, after a smart resistance, a large Spanish ship from Ferrol to Cadiz with naval stores; she mounted 20 guns and 60 men, ten of whom were killed, and fifteen wounded. The privateer had seven men wounded.

Vice-admiral Arbuthnot having shifted his flag from the Europe, of 64 guns, to the Roebuck of 44, proceeded from New York with a squadron of ships of war, February 11, to co-operate with General Sir Henry Clinton in the reduction of Charlestown, South Carolina. It was the 20th of March before the ships of war were able to pass the bar, occasioned by the badness of the weather and the enemy's gallies, which were continually annoying the boats employed to sound the channel. At the requisition of the general, some heavy cannon were landed from the men of war, with a detachment of seamen, under the command of the Honourable Captain George Keith Elphinstone of the Perseus, and Captain Evans of the Raleigh. The army having constructed and opened its batteries against the town, the vice-admiral, on the 9th of April, got under

weigh with seven frigates, and passed Sullivan's Island amidst a heavy fire, and in two hours anchored under James Island; the loss the ships sustained in passing the batteries was twenty-seven killed and wounded.

The enemy had a considerable naval force in the harbour, which was drawn up in order of battle, as if determined to dispute the passage; but on the approach of the British squadron they abandoned their position, and retired up to Charlestown, where most of the armed ships, with several merchant vessels and chevaux-de-frize, were sunk to obstruct the passage. The following is a list of the ships of war which were taken or destroyed in the harbour:

American Ships.

Bricole, pierced for 60 guns, mounted 44 guns, twenty-four and eighteen-pounders, sunk.
Truite, 26 twelve-pounders, sunk.
Queen of France 28 nine-pounders, ditto.
General Moultrie, 20 six-pounders, ditto.
Notre Dame, brig 16 six-pounders, ditto.
Providence, 32 eighteen and twelve-pounders, taken.
Boston, ditto..ditto..ditto.
Ranger, 20 six-pounders, ditto.

French Ships.

L'Aventure, 26 nine and six-pounders, taken.
A Polacre, 16 six-pounders, ditto.
Four armed gallies and some small vessels, ditto.

On the 29th a brigade of 500 seamen and marines were landed under the command of the Captains Hud-

son, Orde, and Gambier, which without any resistance took possession of a fort at Mount Pleasant.

The admiral, thinking it practicable to carry the fort on Sullivan's Island by storm, covered and supported by the ships of war, was determined to make the attempt; accordingly, in the night on the 4th of May, a detachment of 200 seamen and marines were landed under the command of the Captains Hudson, Gambier, and Knowles: they were fortunate enough to pass the fort before day-light unobserved by the enemy, and took possession of a redoubt on the east-end of the island. The ships of war being drawn up ready to support the attack, and every arrangement made for the storm; Captain Hudson previously summoned the fort, which after some little consideration surrendered prisoners of war.

On the 11th Charlestown capitulated to the general, and the next day Major General Leslie took possession of the town.

The loss sustained by His Majesty's ships during the siege, both on shore and in the ships, did not exceed twenty-three killed, and twenty-eight wounded.

On the 11th of July, M. de Ternay arrived at Rhode Island from France with a squadron of seven sail of the line, five frigates, and two armed ships, having under his convoy several sail of transports with 6000 troops on board, under the conduct of Lieutenant-general the Count de Rochambeau. At this time Vice-admiral Arbuthnot was lying at New York with only four sail of the line, viz. Europe, of 64 guns, Captain Ardesoif; Raisonable of 64 ditto, Fitzherbert; Robuste, of 74 ditto, Philip Cosby; and Defiance of 64 ditto, Man. Jacobs; he was in daily expectation of being attacked

by the enemy; but on the 13th, was relieved from these alarming apprehensions, by the arrival of Rear-admiral Graves from England with six sail of the line. Thus re-inforced an attack was meditated between the admiral and general on the French at Rhode Island. On the 17th the troops were embarked and the fleets sailed; but upon their arrival they found the enemy were strongly posted, and that they had put the fortifications into a perfect state of defence; some disagreement also at this time unfortunately arising between the sea and land commanders, the expedition was given up; and the admiral satisfied himself with blocking the enemy's fleet up in port, as an attack by sea would have been wholly impracticable. The squadron continued on this service until the 6th of August, when the admiral put into Gardiner's Bay to water and refit.

On the 22d of July, the trade bound to Quebec, under convoy of His Majesty's ship Danæ, Captain Graves, was intercepted on the banks of Newfoundland by some American cruizers, and the greater part captured.

On the 14th of September, Admiral Sir George Rodney arrived at New York from the West Indies with eleven sail of the line and four frigates. Immediately on his arrival Captain Bateman of the Yarmouth, was tried by a court-martial, on a charge exhibited against him by Sir George Rodney, for misconduct in the action on the 17th of April. The charge being proved, he was sentenced to be dismissed the service; but many favourable circumstances appearing for him on his trial, particularly that he fought his ship gallantly during the engagement, he was strongly and unanimously recom-

mended to His Majesty's clemency, who restored him to his rank.

On the 30th of September, Captain George Montagu in His Majesty's ship the Pearl, of 32 guns, and 260 men, being off Bermudas on his passage to America, fell in with, and after a close action of two hours, and a running fight of two more, captured L'Esperance French frigate, loaded by the merchants from Cape Francois, bound to Bourdeaux, mounting 26 twelve-pounders and 2 six-pounders, manned with 178 men, twenty of whom were killed, and twenty-four wounded. The loss the Pearl sustained was Lieutenant Foulke of the marines, and five seamen killed, Mr. Dunbar, the master, and nine wounded. L'Esperance was taken into the service, and called the Clinton.

Vice-admiral Edwards still continued the command of His Majesty's squadron at Newfoundland. The cruizers were very active, and picked up many American privateers.

On the 12th of September, the Vestal, of 28 guns, and 200 men, commanded by Captain George Keppel, and Fairy, took the Phœnix American privateer, of 16 guns, and 60 men; and soon after they fell in with and captured the Mercury, an American packet from Philadelphia, on board of which was Henry Laurens, Esq. late president of the congress, bound on an embassy to Holland.

On the 27th of March, Sir George Rodney joined Rear-admiral Hyde Parker in Gros-islet Bay, St. Lucia, from whom he learnt that the enemy's fleet, consisting of twenty-five sail of the line and eight frigates, had for several days been parading in sight of the island, and had only a few hours previous to his arrival retired

into Fort Royal Bay, Martinique. The British admiral hastened the equipment of his fleet, and on the 2d of April proceeded off Port Royal Bay with his whole force, where he continued for two days, offering the enemy battle. As M. de Guichen did not choose to venture out notwithstanding his superior numbers; Sir George Rodney left a squadron of copper-bottomed ships to watch the enemy's motions, and returned with the remainder to his anchorage in Gros-islet Bay.

In the night of the 15th, the French admiral put to sea; on the 16th they were discovered in the north-west. Sir George Rodney instantly made the signal for a general chace, at five in the evening their force was clearly ascertained to consist of twenty-three sail of the line, one ship of 50 guns, three frigates, a lugger and a cutter. Night coming on, Sir George formed his fleet into the line of battle ahead, keeping sight of the enemy, who by his manœuvres evidently indicated a wish to avoid a battle: which Sir George assiduously counteracted, and was resolved to compel him to fight. In the morning the wind favoured the British fleet, so as to give them the advantage of the weather-gage. At fifty minutes past eleven the admiral made the signal for every ship to bear down, steer for and engage close her opposite in the enemy's line. At one the action began and soon became general, which continued with great obstinacy until fifteen minutes after four P. M, when M. de Guichen, in the Couronne, with his seconds, the Triumphant and Fendant, were forced out of the line and bore away, this example of the French admiral was soon followed by the whole of their fleet. The crippled state of the British ships rendered pursuit impracticable, particularly the Sandwich, which for

twenty-four hours was with difficulty kept above water. Every exertion however was used to put the fleet in order to go in quest of the enemy. On the 20th the admiral again got sight of him, and pursued for three successive days without effect; their great object seemed to have been to push for Fort Royal Bay, Martinique, where alone they could repair their shattered fleet; but the French admiral finding it impossible to succeed without the risk of a second action, took shelter under Guadaloupe. Sir George Rodney returned to Chocque Bay, St. Lucia, to refit, water, and put on shore the wounded. The loss sustained by the British fleet in this action, was 120 killed, and 353 wounded; in the first list were six officers, and in the latter nine.

On the 6th of May Sir George Rodney received intelligence that the enemy's fleet had left Guadaloupe, and were approaching to windward of Martinique. He directly put to sea, and continued turning to windward between it and St. Lucia until the 10th, when their fleet was discovered about three leagues to windward, consisting of the same force as in the preceding action. The French admiral studiously avoided coming to a general action; but sensible of his superiority in point of sailing to the British fleet, frequently bore down in line of battle abreast, and then brought to the wind a little more than random shot distance. The British admiral, mortified at not having it in his power to gain the wind and thereby force the enemy to battle; on the 15th directed his fleet by signal to make all sail possible on a wind; this manœuvre led the enemy to think he was retiring, and emboldened him to approach much nearer than usual. Sir George Rodney suffered them to enjoy the deception, until their van ship had approached abreast

of his center, when by a lucky shift of wind, which would enable him to weather the enemy, he made the signal for the third in command (who then led the van) to tack and gain the wind of the enemy. The French fleet instantly wore and fled with a croud of sail, notwithstanding which they would have been forced to fight, had not the wind on a sudden changed six points, which enabled them to recover that advantage. At seven P.M. Captain Bowyer, in the Albion, reached the center of the enemy's line, and commenced a heavy cannonade, supported by the Conqueror and the rest of the van; but as the enemy continued under a press of sail, none of the rest of the British fleet could partake in the action. From this time to the 19th, the enemy kept the advantage of the wind; on that day it so far favoured the British fleet, as to flatter the admiral with the hope of being able to bring on a general action; but before he could close with the enemy, it again shifted. The French admiral seeing that his rear could not escape being engaged, appeared to have taken the resolution of risking a general action; for as soon as his van had weathered the British, he bore away along their line to windward, and commenced a heavy cannonade, but at such a distance as to do little execution; the Frenchmen could not however avoid being closely attacked by the ships of the van led by Commodore Hotham. The enemy continued under a press of sail to the northward; and on the 21st were entirely out of sight. The pursuit having led the fleet 40 leagues to windward of Martinique, and many of the ships requiring considerable repair, the admiral steered for Barbadoes, and arrived on the 22d Carlisle Bay. The loss sustained in these two actions

was 68 killed, and 293 wounded. In the first list was one officer, and in the last five.

Sir George Rodney, in consequence of the intelligence which he received by the Cerberus, Captain Mann, of the Spanish fleet having sailed from Cadiz, dispatched frigates to cruize for them, and to give him the earliest notice of their approach. The Spaniards, however, eluded the vigilance of the British cruizers, and were joined on the 10th of June under Dominique by M. de Guichen, with 18 sail of the line, from Martinique. The combined fleets continued together as far as St. Domingo, from whence Don Solano proceeded to the Havannah, and the French to Cape Francois.

For the satisfaction of our readers we shall here subjoin the accounts, which were given of the above actions, in the French Gazettes, July 11, 1780.

"*Fort Royal, Martinico, May 28th*, 1780.

"The king's squadron, under the command of the Count de Guichen, lieutenant-general of the naval forces, had arrived at Fort Royal, in Martinico, the 22d of March; some days were taken up in landing the troops, effects, and stores destined for that colony; in taking in water, and getting a convoy to convey with safety to St. Domingo the necessary provisions destined for the Leeward Islands.

"The 12th of April, the troops that were to be employed in any expedition that the fleet might undertake, were embarked with their officers, and distributed on board His Majesty's ships and frigates. These troops were drafted from the regiments of Viennois, Cham-

pagne, Dillon, Touraine, Walsh, Ansenois, and Enghein; the foreign volunteers of the marine, the regiment of Martinico, the volunteers of Bouillie, and the companies of artillery. The superior officers under the command of the Marquis de Bouillie were the Marquis de St. Simon, the Marquis de Chilleau, the Viscount Damas, the Marquis de Livarot, the Count de Cannillac, and the Count de Tilly.

"The fleet sailed the 13th from the bay of Fort Royal, to cover the passage of the considerable St. Domingo fleet, which the Count de Guichen had ordered to sail the 12th at night, under convoy of the Fier of 50 guns, commanded by the Chev. de Turpin du Breuil, and of the frigate La Boudeuse.

"The King's fleet was composed of 22 ships; that of the enemy, at anchor at St. Lucia, was much about the same number; but two three-deckers, and a great number of 74-gun ships, gave the English fleet a decided superiority of strength, which did not appear to the Count de Guichen a sufficient reason not to attempt to form attacks against the possessions of the enemy.

"The English fleet, commanded by Admiral Rodney, not having made any motion to oppose the passage of the convoy of St. Domingo, the Count de Guichen steered his course to windward of Martinico, through the canal of Dominico: but the contrary currents were so rapid, that two days elapsed before the King's fleet could gain the canal. Several ships, however, had compassed to make it; when on the 16th, at seven in the morning, L'Iphigenie, commanded by the Count de Kersaint, that was in the rear of the fleet on the discovery, made a signal of seeing the English squadron. The Count de Guichen immediately made the signal for his

ships to rally, and another for the order of battle: he employed every manœuvre that appeared to him most advantageous to draw near the enemy, who had the advantage of the wind, which did not permit the Count de Guichen to attack them so soon as he could have wished. He resolved to crowd sail in hopes of gaining the wind on the enemy; but it was not until the 17th that Admiral Rodney at length determined to accept the battle, by bearing down on our line at a quarter past one in the afternoon. The action began with the van and the rear; the center of the enemy still kept at a distance; and it was three quarters past one before the leading ship of Admiral Rodney's van began to cannonade La Couronne, the Count de Guichen's ship. The French admiral had flattered himself that the English admiral would seek him in the line, but he still kept in the rear of La Couronne, which made the Count de Guichen judge that his project was to cut off and join the French rear. In effect, it was not long before Admiral Rodney's manœuvres tended to execute that project, by attempting to pass through the great space left in our line by the Artiennaire, of 64 guns; and she had already doubled one of our ships, when the Count de Guichen made a signal for the whole fleet to wear, and arrived in the instant to cut off himself the English line; but Admiral Rodney did not give time to do it, but hastened to tack about, as soon as he saw the Count de Guichen come up to give him battle. The French admiral immediately hauled down the signal for the fleet to wear.

"The two fleets being then on the same tack, the Count de Guichen hoped the English admiral would at length fight him; but the admiral's ship, the Sandwich

of 98 guns, constantly remained a little a-head of the Palmier, of 74, commanded by the Chev. de Mantril, the leading ship to the rear of the Count de Guichen; and Le Couronne could only bring a part of her guns to bear on the admiral's ship. The Sphinx and Artisien, of 64 guns, commanded by the Count de Soulanges, and the Chev. de Pegnier, were engaged with the largest ships of the enemy's line, among which was the Princess Royal, of 98 guns, a three-decker; they bravely sustained so superior a fire for upwards of an hour, that the Robuste, of 74, commanded by the Count de Grasse, commandant of the blue squadron, of which these two ships made a part, having tacked about, came to their assistance, and disengaged them. The Count de Guichen was in hopes that the combat would terminate in a more decisive manner; his position to the leeward left him no resource to force the enemy thereto, who was master to push on the action with vigour or slacken it. The surprize of the French admiral was great indeed, when at half past four he saw Admiral Rodney set his main sail, and haul his wind, which was also done by all his fleet: half an hour after the fore-top-mast of the Sandwich was seen to fall, which ship seemed to be much disabled; it was perceived that the admiral had shifted his flag on board of another ship. The King's ships kept up their lights all night, and made their signals by firing guns; but on the 18th, at break of day, they saw nothing of the enemy, who were not discovered until the 19th, to the leeward.

"The Count de Guichen then determined to land his wounded men at Guadaloupe; which was effected while the fleet continued to keep under sail.

"The English fleet was perceived on the 20th to leeward of Guadaloupe; the King's fleet manœuvred the 21st and 22d, to engage them to a fresh action; and as they seemed resolved not to accept the offer, the Count de Guichen determined, in concert with the Marquis de Bouillie, to get to windward of the islands by the north of Guadaloupe, to attempt such expeditions as might seem practicable.

"The enemy had sent back to St. Christopher's and Antigua, the garrisons they had drawn from thence for the enterprize they had projected against Grenada. The equality of force between the two fleets did not allow of regular sieges, which would have been necessary to take these islands. The French commanders, in consequence, determined to get to windward of Martinico; and after having passed the canal of St. Lucia, to attempt to take post at Gros-islet.

"The King's fleet was, the 5th of May, in sight of the land of Martinico, to windward.

"The 7th the Marquis de Bouillie embarked on board the frigate La Courageuse; and 600 grenadiers were embarked on board of our frigates. At night this light squadron steered for St. Lucia to windward. The fleet followed the frigates, to be at break of day at the entrance of the canal. The 8th, in the morning, the lugger the Chasseur, commanded by the Chev. St. George, which formed the van of the little squadron, discovered the enemy at anchor in Gros-islet. The project of taking post there was dropt, and dispositions for an engagement made. The Count de Guichen tacked several times in sight of the English fleet, and stood for them, to engage them to come out of the canal and fight.

Admiral Rodney did not resolve upon it. The French admiral judging he should not be able to determine him to it, brought up his fleet on that of the enemy, and chased them three days. The fleets were then to the south of St. Lucia. The Count de Guichen steered northward with the wind at east, but the following days it veered to the S. E. and S. S. E. This change gave the enemy the advantage of the wind, without which he seemed fully resolved not to accept the combat, which would have been decisive if the king's fleet had had the wind. This position having carried on the 15th the van of the enemy to windward of the French van, the Count de Guichen let them engage, and although it was evening, he made the fleet tack, with a view to cut off the enemy's van, or at least to make them give way. This manœuvre succeeded, and part of the fleets engaged on opposite tacks. The action began at seven in the evening, but it was too late, when the ships could no longer fight, to make the fleet tack; the proximity of the two lines rendered that manœuvre too delicate, by the confusion that might be the consequence of it, for either of the fleets to expose themselves to it.

"The Count de Guichen continued his course northward to get to windward of Martinico, and kept on that course till the 19th. If during that interval the enemy had chosen to make sail, and avail themselves of the changes of wind, they might have attempted to gain it of the king's fleet; but it appeared their project was to keep on the watch.

"The 19th in the morning the English fleet was to the S.W. one-fourth west, and at the distance of between four or five leagues in the wake of the French fleet; the enemy seemed then resolved to gain the wind, and ad-

vanced with crouded sail; the king's fleet added none, to give the English hopes of getting to windward, and let them thus engage, since they constantly avoided to fight to leeward. At half past two the Count de Guichen seeing that the enemy could no longer decline the combat without retreating entirely, ordered the ships a-head to govern so as to pass before the English line, to bear upon the van, and enter into action. At half past three the fire began between the two leading ships of the file, the English being obliged to come up and pass to leeward: the action became successively general between the two lines, on opposite tacks; but at half past four the headmost ships of the French line having taken much sea-room to fight closer, and the other having followed in the wake of the former, the admiral made a signal to rally, that, in keeping their wind, and in tacking altogether, the line might be formed to windward of the enemy, if they should attempt to tack upon our rear. At three quarters past four, several English ships having tacked, and advancing with crouded sail on the hindmost ships of the French line, which was still engaged, the Count de Guichen made the white squadron tack all at once before the wind; and then the blue squadron, and he left the white-blue to continue its course, the rear of which was still engaged. The movement was scarce executed by the white squadron, when the English ships that advanced, nine in number, tacked immediately and joined their squadron.

"At half past five the King's squadron presented itself again in the best order; and the enemy by falling back to their ships to leeward, at length put themselves in order of battle.

"At a quarter past six, the two fleets were drawn up in two lines, almost parallel, at the distance of two cannon-shot; but in the night the English, according to custom, straggled at large; and on the 20th at day-break, they were two leagues to leeward. They continued to roam, and at half past three in the afternoon they were no longer seen but from the top-mast head.

"The 21st there was no knowledge of them; and the Count de Guichen judging they had retired to Barbadoes, or St. Lucia, steered for Martinico.

"It appeared that the van of the enemy had been roughly handled; the advices from St. Lucia mention that four ships had arrived there completely shattered, and a fifth absolutely unfit for service. The rest of the English fleet is put into Barbadoes."

Commodore Walsingham arrived at St. Lucia with a convoy from England, July 12. As there remained no doubt with respect to the destination of the combined fleets, Sir George Rodney dispatched Rear-admiral Rowley and the commodore with ten sail of the line, from 74 to 64 guns, to re-inforce Sir Peter Parker at Jamaica, and thereby insure the security of that island. Sir George Rodney soon after sailed with the remainder of the fleet for New York.

On the 10th of October, and the following day, the West India islands experienced one of the most dreadful hurricanes that ever was remembered; it spread desolation over the whole of them, particularly Barbadoes, Martinique, and Jamaica; several ships of war and merchant vessels of different nations, were lost, and most of their crews miserably perished. Some, however, were miraculously preserved: the most remarkable instances are the following:

The Vengeance, of 74 guns, Commodore Hotham, with the Ætna and Vesuvius bombs, and St. Vincente snow, were lying in the Careenage of St. Lucia, and moored, with every necessary security against the tempest; notwithstanding which it blew with such irresistible fury, that they were all driven on shore. The Vengeance struck with such force upon the rocks, that had not the wind fortunately shifted a few points, and at the instant cutting away her masts, she must inevitably have been lost.

The Laurel, Andromeda, and Blanche frigates were driven on shore on the island of Martinique, and went to pieces; their crews, excepting thirty-one of the former, perished; the Laurel having overset a few leagues to windward of the island, these poor fellows found means to escape the fate of their unhappy companions. Immediately the Marquis de Bouillie, governor of Martinique, heard the circumstances of these men having been saved from the wreck, he, with extreme humanity and generosity, sent the unfortunate sufferers in a flag of truce to Commodore Hotham at St. Lucia, not considering them in the light of enemies; but that having, in common with themselves, partaken of the danger, were in like manner entitled to every comfort and relief that could be given in a time of such universal calamity and distress.

Captain William Clement Finch, commander of His Majesty's frigate the Amazon, gives the following account of her miraculous preservation:

"The morning of the commencement of the gale, the Amazon stood under her storm stay-sails; it was but for a short time the canvas held; after that the ship behaved perfectly well. About seven at night the gale

increased to a degree that can better be conceived from the consequences, than any description I can give There was an evident necessity of doing something to relieve the ship; but I was unwilling to cut away the lower masts till the last extremity, and accordingly ordered the people to cut away the main-top-mast; my orders were attempted to be put into execution with the utmost alacrity; but before it could be accomplished, I found it necessary to call them down to cut away the main-mast. Whilst I was waiting for the men to come down, a sudden gust overset the ship; most of the officers, with myself, and a number of the ship's company, got upon the side of the ship; the wheel on the quarter-deck was then under water. In this situation I could perceive the ship settling bodily some feet, until the water washed up to the after part of the slides of the carronades on the weather side. Notwithstanding the ship was so far gone, upon the masts, bowsprit, &c. going away, she righted as far as to bring the lee-gun-wale even with the water's edge. By the exertions of all the officers and men, we soon got the lee quarter-deck guns and carronades overboard; and soon after one of the forecastle guns and sheet anchor cut away, which had so good an effect, that we were enabled to get at the pumps and lee guns on the main deck; the throwing them overboard was, in our situation, a work of great difficulty; and I could perceive the ship was already going down by the stern. This arduous task was accomplished under the direction of Lieutenant Edward Pakenham, whose great experience and determined perseverance, marked him out as perhaps the only individual to whom (amidst such great exertions) a pre-eminence could be given. The water was above

the cable on the orlop deck, with a vast quantity between decks, and the stump of the main-mast falling over the step, occasioned one of the chain-pumps to be rendered useless, as was the other soon after: by the great activity of the two carpenter's mates, they were alternately cleared.

"Besides the loss of our masts, the ship has suffered considerable damages, the books and papers totally destroyed, and twenty seamen drowned and wounded."

The French became equal sufferers in this shocking convulsion, in proportion to their number of shipping. Le Junon, a fine frigate of 40 guns, was totally lost on the island of St. Vincent; and the Experiment, of 50 guns, shared the same fate at Guadaloupe.

The following is the loss and damage His Majesty's ships sustained in the hurricane.

La Blanche, of 32 guns; Andromeda, 28; Scarborough, 20; Laurel, 28; Beaver's prize, 16; Barbadoes, 14; Cameleon, 14; Victor, 14; lost in the hurricane.—Vengeance, 74; driven on shore in the Carcenage, St. Lucia.—Montagu, 74; driven to sea from St. Lucia, and returned with the loss of her masts, &c.—Egmont, 74; lost her masts.—Albemarle, 28, blown out of Barbadoes, lost her masts, and got into Antigua.—Venus, 36; ditto.—Amazon, 32; driven to sea, lost her masts and bowsprit, laid on her beam ends; arrived afterwards at Antigua.

END OF VOL II.

J. CUNDEE, PRINTER, IVY-LANE, PATERNOSTER-ROW.

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